

GRAIN DEALERS JOURNAL

Published on the 10th and 25th of each month in the interest of progressive Grain Dealers.

Vol. XXVIII. No. 5.

CHICAGO, ILL., MARCH 10, 1912.

PRICE \$1.50 PER YEAR.
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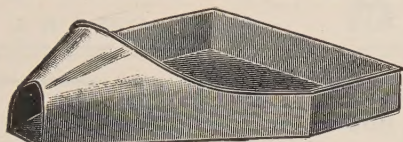
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SHIP TO H. POEHLER CO.

EST. 1885
GRAIN COMMISSION
MINNEAPOLIS DULUTH

JOHNSON-OLSON GRAIN CO. Grain Commission, Minneapolis

Produce Results

CONSIGNMENTS

J. H. Davies & Co.
GRAIN COMMISSION.

MINNEAPOLIS DULUTH MILWAUKEE

demand careful and conscientious attention, and unless this attention is used in choosing your commission firm you are never certain of profitable results.

Shipping us one car will be profitable for both parties concerned. We, your continued patronage, you, our prompt returns.

Get our market letter?

Clark's Car Load

Grain Tables for reducing pounds
to bushels.

Seventh edition revised and enlarged

7—32 lb. tables, 20,000 to 97,000 lbs.
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9—56 lb. tables, 20,000 to 118,000 lbs.
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GRAIN DEALERS JOURNAL
CHICAGO, ILL.

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GRAIN COMMISSION.

MINNEAPOLIS AND DULUTH.

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Capital and Surplus, \$100,000.

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P. M. INGOLD

We own Fireproof Terminal Elevator at Minneapolis for transferring and cleaning our customers' grain, but do not own country elevators.

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Receivers and Shippers of ALL KINDS OF GRAIN

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Send Samples—Barley—Oats—Flax and Low Grade Wheat for Quotations

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McCRAE, MORRISON & COMPANY
Shippers of Corn and Oats
WHOLESALE GRAIN DEALERS
 When you want QUICK SERVICE, HIGH QUALITY and SATISFACTORY PRICES in this line, consult us.
 None are more able to give you this than we.
 Correspondence Solicited. **KENTLAND, INDIANA**

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Wants Correspondence with members of the Grain Dealers National in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and re-cleaned white oats.

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Buyers of Wheat, Corn, Natural and Clipped Oat, Choice Rye. Write for bids. Consignments solicited. Elevator located on M. C. & Grd. Trunk.
BATTLE CREEK :: MICHIGAN

Consign your Hay and Grain to
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 Receivers and Exporters
 Facilities Unsurpassed **NEW ORLEANS, LA**

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W. F. HECK & CO.
 Will handle your consignments on regular terms, or buy outright
GRAIN, HAY, STRAW and MILL-FEED
 Car or mixed car lots
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 Wholesale Grain and Commission Merchant
 In the heart of the Kansas turkey wheat and Kafir corn district.
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 BUYERS AND SHIPPERS OF
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Make 1912 a bigger and better year.
 A sure way is by consigning to
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 Wholesale Grain
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MATTHEW D. BENZAQUIN
 GRAIN AND FEED
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WE HANDLE all kinds of grain and feed; also make a specialty of off grade and sample wheat, feed barley, kaffir corn, etc.
 Correspond with us. Think it will pay you.
THE D. W. RANLET CO.
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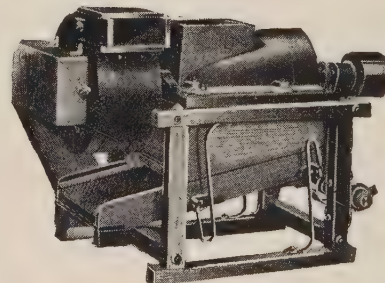
Grain Receiving REGISTER

This book is designed to facilitate the work of the country grain man in keeping a record of weights of grain received. At the top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks

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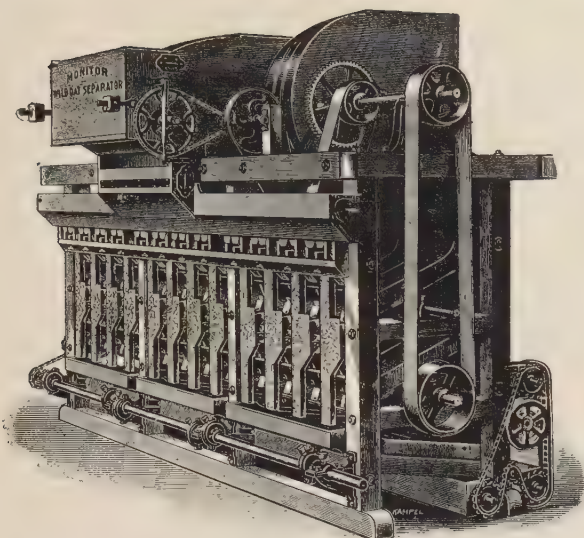


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"MONITOR" OAT EXTRACTOR

THE FIRST MACHINE WHICH SUCCESSFULLY
REMOVES ALL OF THE OATS
FROM WHEAT, BARLEY OR RYE

A radically new method of taking oats out of wheat, barley or rye. It takes out *all of the oats* and does it without the usual loss of good grain—sacrificing good grain in making a separation of oats is the process with other oat extracting devices—with this machine it's different. This new "Monitor" is altogether different than anything you have ever used—and so much better, there is really no comparison. Install one on thirty days' trial; try it out on a few cars of screenings. Then calculate your profits—you'll keep the machine. Our new catalog No. 45 tells the story.

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CORN DRYER

For large or small capacities.

**PERFECT DRYING,
HIGH EFFICIENCY,
LOW COST.**



THE S. HOWES COMPANY, Silver Creek, N. Y.,

Gentlemen:—We have your letter of the 1st inst., and are returning Bond under separate cover, as we consider the Dryers all that you represent them to be.

We have given them a severe test and they have proven satisfactory. The drying is uniform and the capacity is larger than they were purchased for.

The principles are correct and we are well pleased with our plant.

Wishing you success, we remain,

TOLEDO, OHIO, July 2, 1910.

Very truly yours,

THE EAST SIDE IRON ELEVATOR COMPANY,
A. W. BOARDMAN, Sec'y.

Catalog and full information on request.

The **S. Howes Company, Inc.**

Silver Creek, N. Y.

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GASOLINE ENGINES AND
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BEFORE BUYING.
WE WILL SAVE YOU
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SPECIAL PRICES ON COMPLETE
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ORDERS.

EVERYTHING
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MACHINERY & SUPPLIES LOWEST PRICES

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Made in any size
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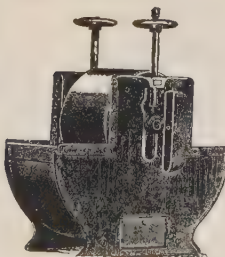
Plain, Split, or
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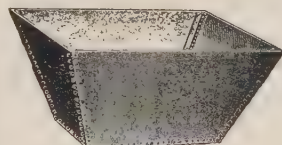
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EASY
ATLAS
SAMSON
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SPECIAL



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CAST IRON BOOTS,
ADJUSTABLE,
ALL SIZES.



BOOT PANS, All Sizes.



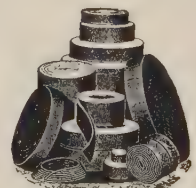
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CUP BOLTS
All Kinds.



Rubber
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Our seamless Rubber Belting is the best for
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Indian Tan
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Ask for our Handy Net Price
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A complete line of bearings,
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By Comparison always found to be the best. We
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Ask us about Corn shellers and cleaners.



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Both the
HOWE and
CHAMPION
carried in
stock.

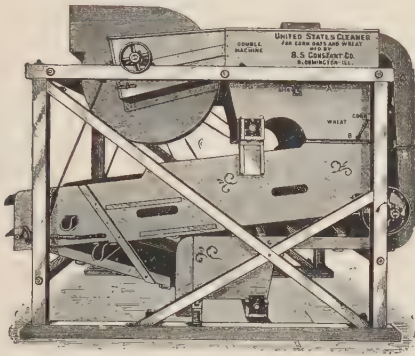
Dr. Wiley can't touch your grain if you clean it with

The U. S. Grain Cleaner

Once thru takes out all

the stuff that heats it or spoils the grade.

We are willing to show you for 30 days. Is that fair?



Send for full particulars.

B. S. CONSTANT CO.

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A little Forethought is nearly always better than a lot of After-thought

Capacity 60,000 bushels.

R. C. Cooper

GRAIN SEPARATOR CO.,
Sparta, Wis.

Coopertown, North Dakota
Dec. 29, 1910

Gentlemen:—I am pleased to report that the No. 5 Richardson Oat separator I bought of you last June has done splendid work for me. In separating oats from wheat the work could not be better. It is a perfect separation; fine as silk. I have never before seen work that would begin to compare with the work of this machine.

Wishing you success, I am

Yours truly,

R. C. COOPER.

You wouldn't do without a telephone because you have one and know it's value. You wouldn't do without a Richardson Oat separator or Screenings machine if once you had one, because you would know its value.

Right now is a very good time to get acquainted with these separators in your own mill or Elevator. The present crop will warrant you in installing either one or both these machines, as the quality of work you get from them on either oat wheat, or on screenings, cannot be had from any other, and will repay their total cost several times over during a single season.

One operation gives you PERFECT separations.

The Richardson Will Make you money.
not cost

Grain Separator Co.

SPARTA, WIS.

YOU can get CARS

if you proceed properly in filing your order and follow it up persistently, earnestly and stubbornly with duplicating Car order blanks. By using these blanks you make **formal order** for cars to suit your needs, and the **duplicate** copy provides you with undeniable evidence that the station agent received the order.

These formal orders give the station agent a feeling of responsibility, and often bring cars when verbal orders fail. By keeping a carbon copy of each order for cars would-be shipper has a complete record of all efforts to obtain cars—a certain proof in case of delay by the railroad company.

CAR ORDER BLANKS contain spaces for the name of the station, date, railroad, number of cars for immediate loading, number of cars for loading in—days, kind of grain, capacity, destination, and a space for the signature of the shipper. Also space for the date when the order is filed with the agent, and for the signature of the agent acknowledging its receipt.

These blanks are bound in book form. Each book contains 50 originals, 50 duplicates and 3 sheets of carbon. The originals are machine perforated so may be readily torn out, while the duplicate remains in the book.

If you wish station agent to heed promptly your orders for cars use **Form 222 C. O.**, Price 50 cents.

GRAIN DEALERS JOURNAL

315 So. La Salle Street

Chicago, Ill.

KILL MAIL ORDER COMPETITION Handle a type of Spreader they *can't* furnish!

WHEN you attack them from this angle they're helpless.

They can't furnish anything like the New Idea Manure Spreader. Patents won't let them.

Same Thing With Other Manufacturers

They can't cut in on your business. They haven't the spreaders to do it. We proved it to them. Remember the Hartman Farm Contest last April? Everybody interested in spreaders looked for the result of that exacting test. But it didn't take Mr. Hartman long to decide. He ordered four of our spreaders then and there.

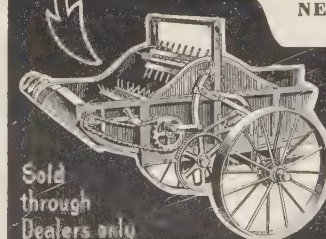
Here's The Reason

Our spreader not only spreads manure, but *pulverizes* it. Instead of one beater we use two. No lumps can get by them. They can't clog. The teeth go clear through the bar and are sharp. Our distributor spreads the manure from five to seven feet wide. Covers three rows of corn or tobacco. Manure is thrown by means of obliquely set paddles, so outside and center is covered evenly.

Power is derived directly from rear axle. Lightens the draft. The box has a solid bottom. The conveyor works on the bottom of the box and has two speeds.

Send for Catalog and ask for Dealers' Proposition.

NEW IDEA SPREADER COMPANY—
Coldwater, Ohio



Sold
through
Dealers only

THE NEW IDEA MANURE SPREADER



Fire Can't Down Us

WE WILL FILL OUR ORDERS

We have secured temporary quarters in a factory building that is well equipped for our business.

This building contains a large amount of machinery, shafting, power connections, etc. New machinery is being installed daily and operations have already commenced.

Our old factory will be replaced as soon as possible with the most complete and modern plant that money can buy.

DON'T FORGET

We will fill our orders and take care of all new business entrusted to us.

BARNARD & LEAS MFG. CO.

MILL BUILDERS AND
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ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



GRAIN ELEVATOR BUILDERS

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Designer and Builder of
GRAIN ELEVATORS
and FLOUR MILLS
In all Materials
Write for Plans and Specifications
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Especially Designed for Economy
of Operation and Maintenance
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STEEL GRAIN TANKS

We are pioneers in this line and are building tanks in the good old fashioned way. Joints caulked and guaranteed water, weather and bug proof. Long experience has demonstrated the necessity of high grade workmanship to make steel storage a success. We do it.
Wm. Graver Tank Works, East Chicago, Ind.

DO YOU WANT?

a modern and up-to-date
elevator? Then write to
J. A. H. Whaley, Sedalia, Mo.
"Builder of Modern Elevators."
Plans and Estimates on request.

O. J. LEHRACK

Contractor and Builder of
Grain Elevators
KANSAS CITY, MISSOURI

MODERN ELEVATORS?

YES, INDEED. Address the inquiry
W. H. CRAMER
ST. PAUL, NEB.
and satisfaction will be yours. Convincing
references.

REDUCE YOUR EXPENSE

bill, by having an Elevator that does
the work. I build and remodel grain
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Builders and Designers of
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Wood and Concrete Construction
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FRIEDLINE

designs and builds strictly modern Grain Elevators,
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Write for Plans and Estimates.

FRED FRIEDLINE & CO.,
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A LONG LINE OF LEADERS

and every one a satisfactory success. Yours
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GEO. A. SATHOFF, Elevator Builder
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15 Complete gangs
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15 New elevators now
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53 First class plants
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WHY?

Because nothing succeeds
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If you have any idea at all of build-
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BURRELL ENGINEERING & CONSTRUCTION COMPANY

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Decatur Construction Co. Inc.

Designers and Builders of
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ABSOLUTELY FIREPROOF



Every par
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Not Costly.

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Lasts forever

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AT THE BOTTOM OF THE PAGE

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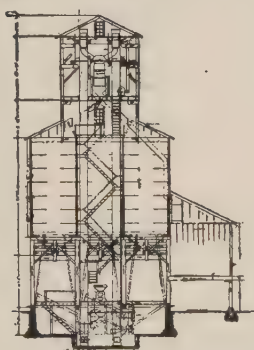
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**REAL builders of
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MODERN GRAIN ELEVATORS



We have every facility for planning for anyone desiring a modern grain elevator, complete working plans and specifications.

It is cheaper to make changes on paper than after the building is completed.

However, if your building does not suit you or it needs modernizing, we can show you how to do it best.

Write us for particulars.

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Mill and Warehouse, built in 1910 for
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**Fireproof Construction Elevators, Mills and
Warehouses. We prepare plans and make
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During the year 1911 we finished thirty-six complete contracts—sold equipment for twenty-six—rebuilt twelve houses—and added two hundred and fifty names to our list of customers.

After consideration of the fact that crop conditions in general throughout the southwestern territory were below the average, we feel that our work has met with a large measure of satisfaction and success.

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Grain Elevators, Flour Mills
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For People Who Care

What you want; when you want it. Better Elevators for less cost. All work and materials guaranteed. We want your business.

Morley Bros., Haden & Plott

Designers and Builders

Wichita, Kansas

THE VALUE

OF AN ADVERTISEMENT

Depends upon placing it before the right persons. You can get your advertisements before the grain dealers of the country by using this space.

GRAIN ELEVATOR BUILDERS

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Have Your
ELEVATOR—BUILT—RIGHT

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ELEVATOR BUILDER
Minneapolis, :: Minn.

FIRE PROOF STEEL GRAIN ELEVATORS AND STORAGE TANKS



Almost anywhere between the Mississippi and the Pacific Coast, you will find elevators like these that we have built.

We have the largest plant in the West for manufacturing steel work and Machinery of all kinds.

We Are Designers and Builders

MINNEAPOLIS STEEL & MACHINERY CO.
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or ELEVATORS
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Minneapolis, . . . Minn.

JOHN S. METCALF CO.
GRAIN ELEVATORS
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Plans and Specifications a Specialty.
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Builds Steel and Concrete Elevators
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Any Size or Capacity
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Designing and Construction
Made a Specialty

Witherspoon-Englar Co. Monadnock Bldg.
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St. Lawrence Flour Mills Co., Limited.
Montreal, Quebec

This very complete plant recently constructed by

The Barnett & Record Company

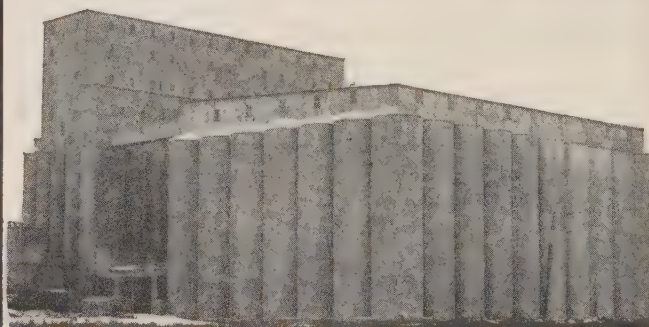
Minneapolis - Minnesota
Fort William - Ontario
Duluth - Minnesota

Write us for designs and estimates.

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Grand Trunk Pacific Elevator at Port William, Ontario.
Capacity 3,500,000 Bushels.

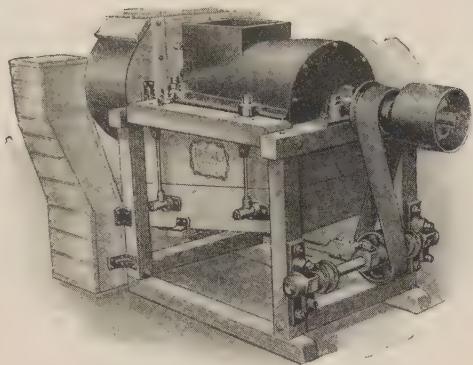
GRAIN ELEVATOR DEPT., 1811 Fisher Bldg., Chicago
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We also do General Contracting and have Offices in the following cities.
Write or call on any of them

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Pittsburg, Pa., Henry Oliver Bldg.
San Francisco, Cal., 709 Mission St.
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Port William, Ontario, Canada

THE SIDNEY MILL SHELLER

A Late Improvement
in Mill Shellers



Instead of feeding direct on the cylinder, which often causes choke-ups, we have improved our Mill Sheller by placing a screw force feeder at the receiving end of the sheller, and below is a copy of a letter received from one of our customers:

ETNA GREEN, IND., 1-23-12.

GENTLEMEN:

We are returning the sheller shaft and cylinder which was originally in the Mill Sheller. We have installed the new cylinder and shaft and find that it works perfectly. The new outfit will do 10 times the work and give 100 times more satisfaction.

Yours truly,

ETNA LBR. & MLG. CO.
Per J. W. Stackhouse.

The Philip Smith Mfg. Co.

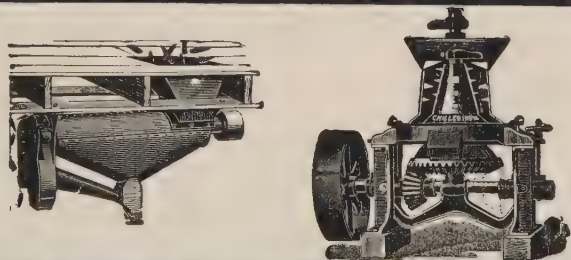
Sidney, Ohio

Everything to equip an elevator.
A complete stock carried at Enterprise, Kan.

YOUR MESSAGE

Let the Grain Dealers Journal your message bear
To progressive grain dealers everywhere.

Triumph Corn Sheller and Crusher



THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.



THE OLD WAY

One Man
with an ATLAS can easily
move a loaded one.

Appleton Car-Mover Co.
Appleton, Wis.

The Atlas Car-Mover

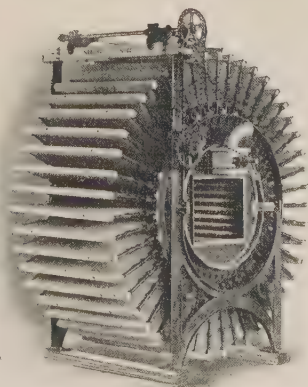
will pay for itself daily
and last for years.

Twelve men with a crowbar
can hardly move an empty car.

THE NEW WAY



Dust Collector



A REAL COLLECTOR OF ALL THE DUST.
TAKES LESS SPACE. SENT OUT ON TRIAL.

We manufacture the Largest, Most Improved, and
Most Complete Line of Machinery for Flour and
Feed Mills, Grain Elevators, etc., in the World.

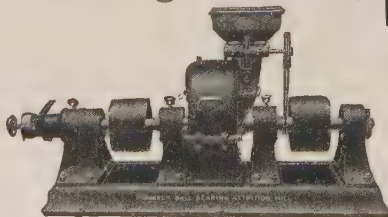
ESTABLISHED IN 1866

MONARCH

The NAME That STANDS
for Supremacy Satisfaction
Superiority and Success

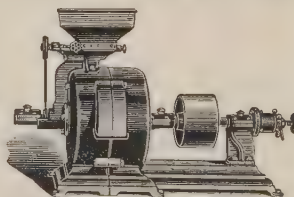
Ball Bearing Attrition Mill

Write for
Our
Catalogs
and
Prices
NOW




ALWAYS GIVE US A CHANCE TO FIGURE

Genuine French Burr Mill



The "KING PIN" of ALL
GRINDING MILLS

We guarantee you such a
large saving in Power or In-
crease in Capacity with your
Present Power that you cannot
allow this to pass
your eye 
This mill cannot get
out of Tram. Needs no
attention. Try one for 30 days

SPROUT, WALDRON & CO.,

General Western Office
Monadnock Bldg., Chicago, Ill.

THE MILL BUILDERS

Northern Office
1208 4th St., So., Minneapolis, Minn.
Agents Wanted Everywhere

P. O. BOX
260

Muncy, Pa.

Pacific Coast Branch
613 McKay Bldg., Portland, Ore.

BOWSHER

(Sold with or without Elevator)
CRUSH ear corn (with or without shucks) and GRIND all kinds of small grain. Have Conical-Shape Grinders. Different from all others.

LIGHTEST RUNNING

(Our circular tells why)
Handy to Operate. Ten sizes 2 to 25 Horsepower.
Peculiarly suited for use with Gasoline Engines

The N. P. Bowsher Co.
South Bend : : Indiana

FEED MILLS



Shippers Notice!

FREIGHT CLAIMS.

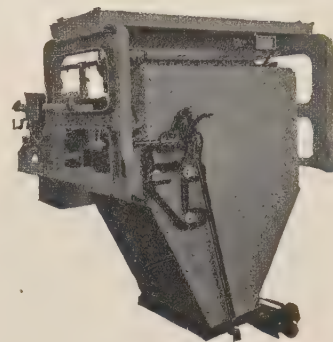
We collect them on commission.
Exceptional facilities for compelling quick action.

Give us a trial and we will prove it.

Shippers' Claim Adjusting
and Collecting Company

1440 Monadnock Bldg., Chicago, Illinois
Phone Har. 7293

RICHARDSON



WHEN your elevator builder asks what scale to put in your new elevator, tell him

THE RICHARDSON

The Automatic

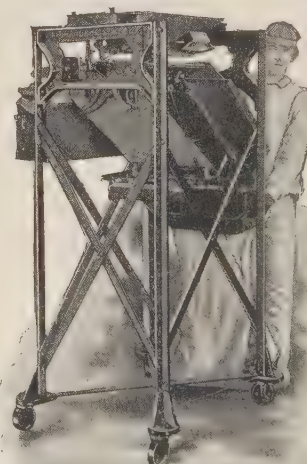
that has made good, that is an accepted scale for buying and selling. The automatic that you can depend upon always—because it's accurate and so simple that anybody can run it; also its patent interlock gates make it fool-proof.

Don't forget we also build automatic scales of all kinds for weighing grain, feed, etc., into bags at a high speed.

Ask for a list of the users.

Richardson Scale Co.

79 W. Monroe St., Chicago
3 Park Row, New York
413 Third St. South, Minneapolis

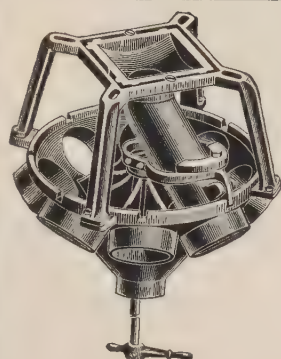


Sales, Shipments and Returns

A book invaluable to the country grain shipper for keeping a detailed record of his sales, shipments and returns. Its use will save much time and book work. The pages are used double. The left-hand pages are ruled for recording SALES and SHIPMENTS; the right-hand pages for RETURNS. SALES column headings are Date, Amount Sold, Price, Grain, Terms. SHIPMENTS headings are Date, Car Number and Initial, Our Weights, In Bushels, Grade, Route, Rate. RETURNS headings are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks. Each of its 152 pages of heavy lined ledger, is 10 1/2 x 16 1/2 inches, contains lines so that records of over 2,200 cars can be entered. Bound in heavy canvas. Order Form 14AA. Price \$2.00.

GRAIN DEALERS JOURNAL,

La Salle St., CHICAGO, ILL.



YOU CAN USE A Hall Signaling Distributor

every day through your whole life, and then turn it over to your children for their benefit.

HALL SPECIAL

(ELEVATOR LEG)

Whenever you wish to build an elevator leg, let us specify it for you.

We can save you money in first cost. It will cost you less to operate or maintain. It will accomplish for you twice as much as an ordinary leg, of the same size, and it will be furnished with the best devices known for handling grain.

Tell us your conditions, and wishes. We will specify an equipment that will meet your requirements absolutely, and guarantee it. Send for Circular F.

Hall Distributor Co., 222 Ramge Bldg., Omaha, Nebr.

Now's the Time You Need a Seed Cleaner

Now's the Time

—the demand for field seeds has never been larger.

PRICES ARE AT THE HIGHEST.

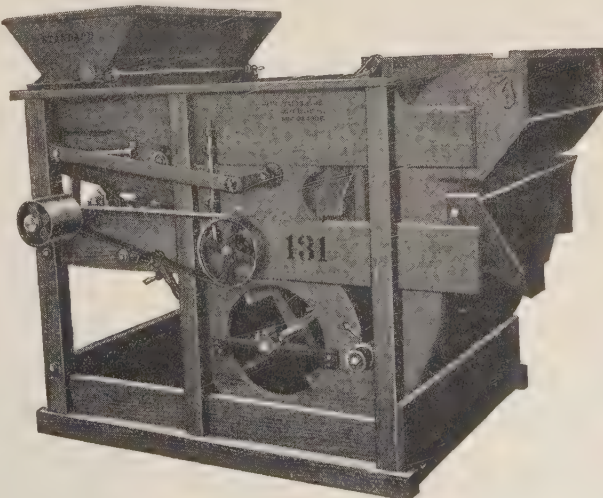
But due to above conditions buyers are exercising extreme discrimination in their choice. They demand pure, clean seeds, free from foreign matter.

Wise handlers of seeds are supplying this demand, and have or are installing

The STANDARD Seed and Grain Cleaner

Little Power—Easily Operated.
Guaranteed to Clean Effectively.

Write now for catalog.



INTERNATIONAL MFG. CO., Crestline, Ohio

Are you still using rubber belting, or canvas made the same way it was 50 years ago with only one set of stitching? If you are, it's high time we told you about

Rexall Double Stitched Belting



Rexall Double Stitched Belting is made by first stitching the inner plies—next putting on the cover, and then giving it a second set of stitches

It costs no more than the ordinary canvas or rubber belt, but is guaranteed to last three times as long.

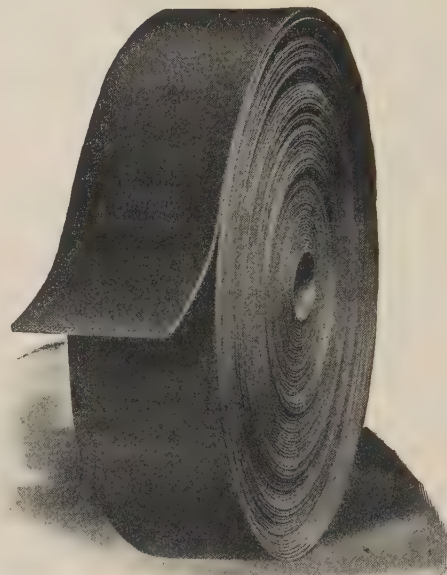
Write for sample, booklet, testimonials, etc.

IMPERIAL BELTING COMPANY

166-168 West Kinzie St.
Chicago, Ill.

"Everything in Belting"

Mohawk Rubber Belting



Your Building Contractor or dealer can supply your needs in this Brand.

ONLY \$12.00 BUYS A \$20.00 SLIGHTLY USED GEM ADDING MACHINE

We have in stock a limited number of very slightly used Gem Adding Machines that have been out on trial only a few times. These Machines are practically as good as new.

The Gem is the recognized Standard Desk Adding Machine, having been on the market for over 8 years. There are over 30,000 in use. Booklet of Testimonials on request.

Save \$8.00 by ordering one *to-day* and if you are not absolutely satisfied after ten days trial, return the machine and get your \$12.00 back.

Address: R. GANCHER,
319 BROADWAY, AUTOMATIC ADDING MACHINE CO., NEW YORK

SAVE \$8.00



ORDER TODAY

BIG CAPACITY Corn and Feed Mill

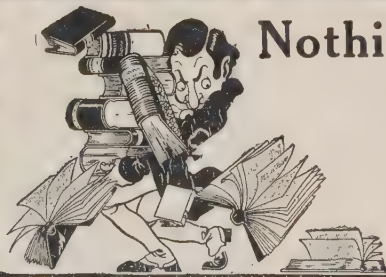
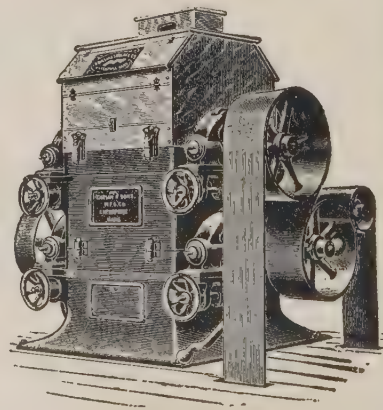
But that isn't the only advantage of this Ehrsam Two and Three-High mill. It's made of finest materials for strength and long service. Frame is all cast iron—and arranged so that rolls can easily be removed for grinding and corrugating. Don't decide on any corn and feed mill till you get all the facts about the

EHR SAM "TWO AND THREE-HIGH"

furnished with belt or gear drive on slow side, as desired. Grinds coarse or fine meal, barley, graham flour, linseed meal, rye, corn chop, etc. Best for each. Built for rolls nine inches in diameter. Send your name now for all facts. Address

THE J. B. EHR SAM & SONS MFG. CO.
2 Factory St., Enterprise, Kansas

The Largest and Best Equipped Roll Dressing Plant West of the Missouri River.



Nothing But Words

When a manufacturer is forced to talk around his product instead of about it, it's a dead sure sign that there's something *wrong* "in the works."

We don't rely on *sophistries* and *flattery*.

We don't have to coddle the *vanity* of snobs to sell the Stewart Speedometer.

We prove that it's the *best* speedometer that's ever been made.

We tell *why* and we can *guarantee* every "why."

We give the *guarantee* because the Stewart doesn't give out.

Made in the world's model speedometer factory.

Every part crafted like a watch. Turned out by automatic machinery.

If it weren't the best of any, it wouldn't be used by so many.

On four cars out of five.

"ALWAYS ON THE JOB"

Stewart Speedometers are attractive—beautifully made—open dials—large figures—easily read—absolutely accurate; 100,000-mile season odometer; 100-mile trip register, can be set back to any tenth of a mile. Strongest flexible shaft, drop forged swivel joints (an exclusive feature), quiet road wheel gears.



Speedometers . \$15 to \$30
Clock Combinations
\$45 to \$70

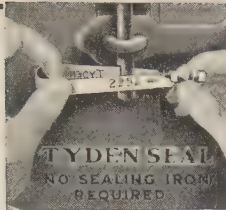
Stewart & Clark Manufacturing Co.

1883 Diversey Boulevard, Chicago, U. S. A.

Detroit San Francisco New York Los Angeles Chicago London
Cleveland Philadelphia Minneapolis Indianapolis Kansas City Paris

Claim Losses Prevented

by TYDEN SELF-LOCKING CAR SEALS bearing your name and consecutive numbers. Thousands of shippers use them. Write for samples and prices.
INTERNATIONAL SEAL & LOCK CO.
Chas. J. Webb, Gen'l Sales Agent,
617 Railway Exchange Building, CHICAGO, ILL.



R



Live weevil plus a little Fuma equals dead ones every time.

Fumigate Your Elevators and Mills with

FUMA

The only satisfactory method of treating grain in the bin; kills all insects, weevils, moths, etc.

10c per lb., in 50 lb. and 100 lb. drums.

Send for printed matter.

EDWARD R. TAYLOR
Manufacturing Chemist Penn Yan, N. Y.

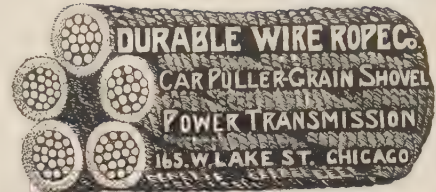
Cover's Dust Protector

Rubber Protector, \$2.00

Send postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER

124 Perley St., SOUTH BEND, IND.



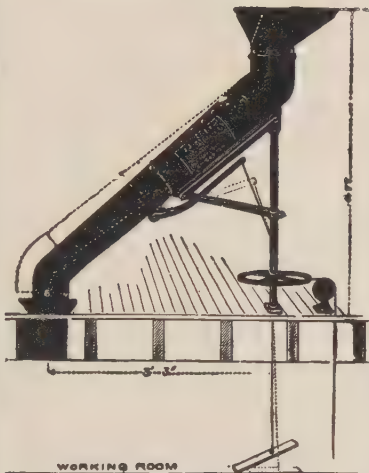
GRAIN TRYERS



WILLIAMS-LLOYD MACHINERY COMPANY, 638 Federal Street

Chicago

ORDER THE No. 2



GERBER IMPROVED Distributing Spout

And be convinced that it is the best spout you can secure for your elevator.

We make a specialty of mill and elevator spouting. For particulars write

J. J. GERBER, MINNEAPOLIS, MINN.

Did It Ever Occur to You

that the best way to get what you want, and get it promptly, is to send your orders to people who have had experience in the business, and who carry a stock of goods always ready for quick shipment? We have been in the Elevator and Mill Furnishing business over twenty-five years and feel that we know something about it.

We carry in stock a complete line of supplies, including Testing Sieves, Transmission Rope, Belting, Steel Split Pulleys in sizes up to 54 inch, Elevator Buckets, Conveyor Chain Belting, Sprockets, Lace Leather, Scoops, Shafting, Collars, Bearings, etc., etc. Send us your orders. We will satisfy you.

The Strong-Scott Mfg. Co.

Minneapolis, Minn.

Northwestern Agents for

Richardson Automatic Scales

Invincible Cleaners

Knickerbocker Dust Collectors

CYCLONE BLOW PIPE CO.

IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low Speed Systems

1001-1015 W 21st St., cor. Morgan St. CHICAGO, ILL



Patented



Saves Half the Power

BECAUSE

There is No-Back-Pressure

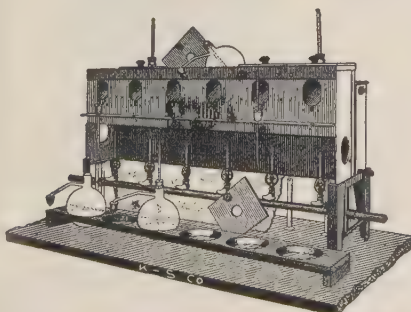
The New "1905" Cyclone Dust Collector

Write for Catalog on Dust Collectors

The Knickerbocker Co.

Jackson, Mich.

Do You Know the Percentage of Moisture in Your Grain Shipments?



You should. The information is easy to obtain. Knowing protects you against all frauds. It prevents complications.

Brown & Duvel's Moisture Tester

is the surest apparatus for moisture determination. It is employed by the large grain dealers.

Write to us for literature and prices

THE KNY-SCHEERER CO.

Dept. of Laboratory Supplies,

404-410 W. 27th St. New York

Chicago Agents, SEED TRADE REPORTING BUREAU, 637 Postal Telegraph Bldg., Chicago, Ill.

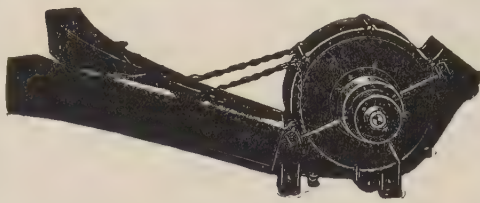
Stands Time's Test

Sometimes a machine works well for awhile, perhaps long enough for what seems a fair trial, and still lacks durability, but it takes one correctly made and of good materials to stand the test of time.

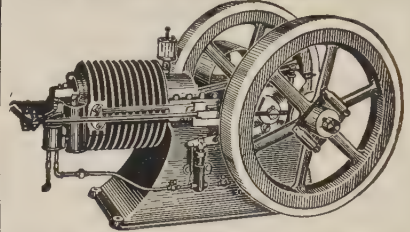
In the summer of 1903 we sold a car loader to G. E. Allinger & Son of Jackson Center, O., and when they remitted for it under date of 8-8-'03 they said: "Enclosed find our check in full for the Boss car loader. We have thoroughly tried it on all kinds of grain and it gives the best of satisfaction." Feb. 13, 1912, we sent a repair list to their successor, Mr. K. Threlkeld and he replied: "I have the loader and it is a good one."

If we had asked these people for testimonials it is doubtful if they would have written better ones than they did, as the above proves the machine was very satisfactory when it was installed, and after more than 8½ years of use the owner says it is a good one. Let us send you one on approval and you will be as well pleased with it as are the people whose letters we publish in each issue.

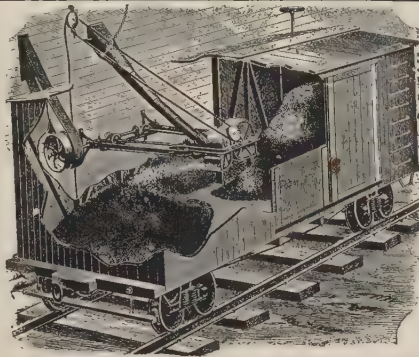
MAROA MANUFACTURING COMPANY, Department 3, MAROA, ILL.



LESS GASOLINE—MORE POWER



Why use 3 gallons of gasoline where you need only 2? Every third gallon you buy for a water cooled engine is just that much money thrown away. Find out about the Gade Gasoline Saver. Sizes up to 12 H.P., all air cooled.
GADE BROS. MFG. CO. 110 Main St. Iowa Falls, Iowa



LOAD ALL KINDS OF GRAIN

Elevator men who use gravity loading often wonder at the low grading at destination. The reason is that by gravity the light grain falls near the car door.

Actual tests have demonstrated a difference in bushel from this cause of from 2 to 3 pounds per weight. But this is overcome with a

CHAMPION CAR LOADER

The mechanism of this machine is such that the grain going into the casing all together the light with the heavy, is forced by the rotary to the extreme end of the car. This is an important factor in proper loading and the only way to get a fair grade at destination.

The Champion has other advantages.
Write us for full particulars.

E. BAUDER, - Sterling, Ill.

If you have a good thing

Tell the Grain Dealers—
They'll do the rest—

Advertising is the quickest and best way—but it must be the right kind of advertising.

If you have spent your good money without satisfactory results, it's a case of wrong article or wrong advertising.

The easiest, most direct, most popular and most effective way to the grain dealer is The Grain Dealers Journal route.

Try it.

WOLF FLOUR MILLS

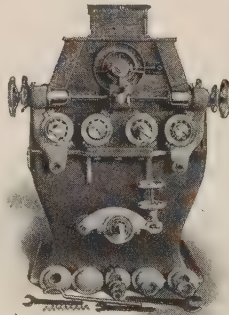


Whether grinding Wheat, Rye, Corn, Buckwheat or Alfalfa are successes over the entire world.

POWER TRANSMISSION

Grain and Coal Elevators, Blending Plants for Bakeries, Turbine Water Wheels are Specialties we manufacture and are prepared to give extremely prompt and satisfactory service. Inquiries invited.

The Wolf Co. Chambersburg, Penna.



Your Opportunity

is here. Now is the time to let the elevator man know you want his business. Advertise in the

Grain Dealers Journal

Look Here, Mr. Grain Dealer.

You've been considering the installation of car loader for some time—if you have not it's time you were.

Why not give up the old-fashioned method of crawling into a car to fill it to the limited capacity—of receiving discounts on cars of grain, because the center was dust and foreign matter, of constant attention to old timed spout when loading? The installation of a

COMBINED GRAIN CLEANER AND PNEUMATIC CAR LOADER

means more profit with less labor. WHY? Because—

First and most important—It is impossible for it to crack or mill the grain.

Second—It will fill the largest cars to full capacity, without any labor in the car.

Third—It is strong and durable, automatic in its action, and requires no attention after starting.

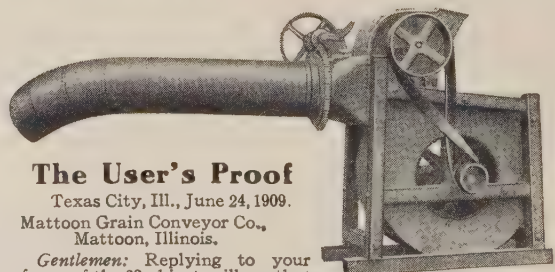
Fourth—The constant moving of the pneumatic tube as it loads the grain, prevents any accumulation of dust or dirt in the center, or any other part of the car, thereby avoiding heating, and "off" grades.

Fifth—It cools and dries the grain as it passes through the current of air.

For full particulars, prices and testimonials write

MATTOON GRAIN CONVEYOR COMPANY, MATTOON, ILLINOIS

"LOADS GRAIN, MALT, OR SAND."



The User's Proof

Texas City, Ill., June 24, 1909.

Mattoon Grain Conveyor Co.,
Mattoon, Illinois.

Gentlemen: Replying to your favor of the 22nd inst. will say that the "Combined Grain Cleaner and Pneumatic Car Loader," which I purchased of you last season, has given good satisfaction. It cleans considerable dust out of the grain, which gives it a better grade. Since I have installed one of your loaders in my elevator I do not use a man in the car, the man who weighs operates the loader, and it loads each end of the car very nicely, and I wish to further state that it does not crack the grain. I would recommend this machine to any one who contemplates putting in a grain loader.

Yours truly,

W. T. GARNER.

EDISON BSCO PRIMARY BATTERY

The public expects more than ordinary merit in a product developed in the Edison Laboratories, and we have every reason to believe that the EDISON BSCO cell is sure to increase this feeling of confidence in Edison material.

If you require battery for telephone service, ignition, program clocks, or, in fact, any of the many branches for which primary cells are suitable, it will be to your interest to investigate this highly developed cell.

Send for catalog and descriptive matter.

Thomas A. Edison, Inc.,

49 Lakeside Avenue, Orange, N. J.

You are Paying Too Much for Power

unless you are operating with an OTTO. Make us prove to you that steam power or electric current costs more than with an



**Gas or ENGINE
Gasoline**

The fuel economy and low up-keep of the OTTO results in lower power cost than is possible from other makes of internal combustion engines. The OTTO is higher grade than ever, yet lower in price than formerly.

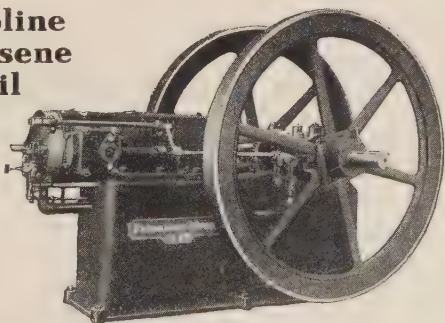
Built in all sizes from 1 to 120 H. P.—for city and natural gas, gasoline, alcohol, distillate. ¶ We also build producer gas plants complete.

The Otto Gas Engine Works

3217 Walnut St., Philadelphia, Pa.

FAIRBANKS-MORSE QUALITY ENGINES

**Gasoline
Kerosene
or Oil**



**They Solve the Power Problem for the Elevator
Steady—Reliable—Efficient**

Write for Catalog No. 550LW.

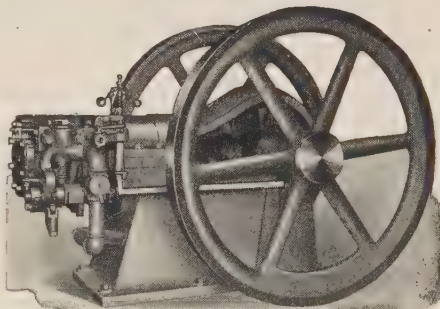
Fairbanks, Morse & Co.

900 S. Wabash Ave.

CHICAGO, ILL.

"NEW ERA" GAS AND GASOLINE ENGINES

Are of the highest mechanical efficiency. There is nothing better to be had. Ready to run always, and give universal satisfaction. Used by elevator men all over the United States. They have many patented features, giving the greatest economy in operation. Our patented water jacketed cylinder head requires no packing. We have many other advantages. Send for catalog and prices from 8 to 75 H. P.



THE NEW ERA GAS ENGINE CO.

86 Jefferson St., PORTSMOUTH, OHIO

Formerly of Dayton

SCALE TICKET COPYING BOOK

This book contains 125 leaves of scale tickets, four to a leaf. Each leaf folds back on itself so as with the use of a sheet of carbon to make a complete and perfect copy of the original on the stub which remains in the book. The original tickets form the outer half of the page, so the removal of any ticket does not disturb the others.

Each ticket has spaces for the following record: No., Date, Load, From, To, Gross lbs., Tare lbs., Net lbs., Net bu., Price per bu., Test, Man On-Off, and Weigher's Signature. Size, 9½x11 inches. Printed on good paper.

Order Form No. 73. PRICE \$1.00

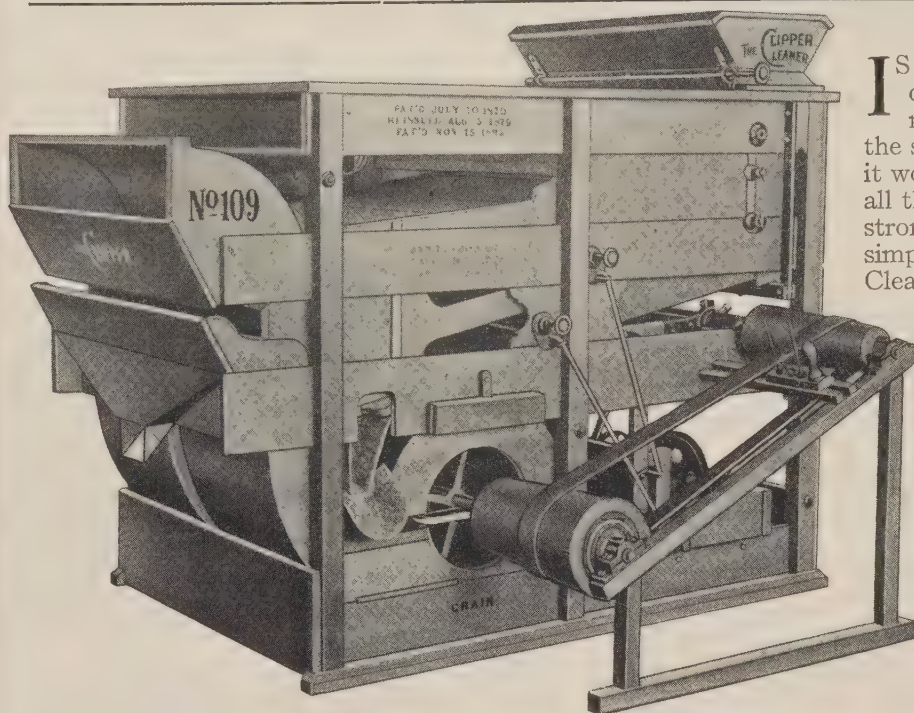
GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago, Ill.

YOUR BUSINESS

can be introduced to the progressive grain dealers of the country under most favorable circumstances (and you will be in good company) by the judicious use of space in the

GRAIN DEALERS JOURNAL

The No. 109 Clipper Cleaner



IS UNEQUALED for handling seeds or grain in local elevators. This machine has Traveling Brushes on the screens which enables you to keep it working to its full screen capacity all the time. It is very light-running, strongly built, easily installed and simple in operation. We guarantee this Cleaner to give perfect satisfaction on clover seed, timothy or any kind of grain, and it can be operated with one-fourth the expense for power of any suction cleaner on the market. It will not require over one-half of one horse-power on clover or any kind of seed, nor over one horse-power on grain. If you are looking for a first-class, up-to-date cleaner of moderate capacity, we would be glad to send you catalog and give prices and particulars upon request.

A. T. FERRELL & CO., Saginaw W. S., Michigan



The WESTERN Line Includes Everything Required in and About a Grain Elevator

All orders, large and small, receive the same careful attention.
We pride ourselves on prompt shipments. Give our service a trial.

Bearings
Belting
Belt Conveyors
Belt Tighteners
Boilers
Bolts
Boots
Buckets
Bucket Bolts
Boot Tanks
Car Loaders
Car Pullers
Chain Drag Feeders
Cleaners
Cotton Waste
Couplings
Distributors
Dock Spouts

Elevator Heads
Engines
Feed Gates
Feed Mills
Fire Pails
Flexible Spouts
Friction Clutches
Garner Irons
Gears
Grain Samplers
Grain Testers
Grease Cups
Grinders
Indicators
Lace Leather
Link Belting
Manlifts
Perforated Metal

Power Shovels
Pulleys
Rope Drives
Scales
Screw Conveyors
Set Collars
Shafting
Shellors
Speed Indicators
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Sprocket Wheels
Stay Rods
Steel Legging
Suction Fans
Take-ups
Turnheads
Washers
Wire Cloth

Write for catalogue

UNION IRON WORKS, Decatur, Ill.

"Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

MACHINES FOR SALE.

For Sale—One Boss Car Loader, Horner Elevator & Mill Co., Lawrenceville, Ill.

NEW TYPEWRITER AT A BARGAIN.

New No. 5 Oliver Standard Visible Typewriter for sale. Never used. Advocate-Review, Wilton Junction, Iowa.

One 12 INCH MONARCH Attrition mill for sale. \$75. Guaranteed as good as new. Address Monarch, Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—One No. 1 Barnard & Leas corn sheller and cleaner combined in good repair. Replace with larger one, and no use for it. C. W. Hinkle & Co., Rushville, Ind.

FOR SALE.

No. 3 Marseilles Sheller.
25 h.p. Western Electric Induction Motor.
1 Rapid-Fire Hay Press.
All in first class condition. Address C. B., Box 1, Grain Dealers Journal, Chicago.

FOR SALE—Complete machinery for 150 bbl. Roller Process Flour Mill, including new 125 H. P. engine and boiler. All in first class shape, rolls recently recorrugated. For further information address Roller, Box 3, Grain Dealers Journal, Chicago, Ill.

SNAPS. Salem elevator cups, hardly show that they have been used, 6"x18"—16c each, 6"x16"—14c each. One 5 H. P. steam engine, run a very little—\$40. Two Fairbanks Hopper Scales with timbers—\$40 each. One No. 9 Monitor Dustless double barley separator, late model—\$85. One Rochester grain flax and seed cleaner, nearly new—\$35. New perforated zinc sheets 5c per square foot. Eight steam pumps, and three gasoline engines, exceptional bargains. LaCrosse Wrecking & Lumber Co., LaCrosse, Wis.

SECOND HAND MACHINERY. — We offer the following Rebuilt Machinery at greatly reduced prices (subject to prior sales): Largest stock in the world.

Separators—No. 3, and No. 98 Barnard's No. 8 Eureka Elevator Separators. No. 0 and No. 4 Richmond, No. 3 Eureka. No. 4½ Barnard's Milling Separators.

Oatclippers—Nos. 6, 8 and 9 Invincible, No. 4 Eureka and No. 4 Barnard's.

Feed Mills, 9x18 Hutchison; 7x14 Great Western; 6x18 Hutchison; 9x18 Graham, all two pair high, and 9x30 Wolf, all three pair high; No. 3A Howell, 2 No. 1 Willford three Roller Mills, and many others.

Roller Mills—All sizes and makes, single and double.

Attrition Mills, 22 inch and 26 inch Foos, 30 inch American, 16 inch and 22 inch Unique, 16 inch Monarch, 20 inch Monarch, 24 inch Robinson, 18 inch Excel.

Corn Crushers, No. 7 Bowsher; No. 1, Styles N. L. and T. Foos; Nos. 5 and 6 Excel; No. 2 Acme.

Corn Shellers—No. 2 and No. 4 Victor, No. 2 Western, No. 5 Keystone, No. B Standard and 2-Hole Joliet. One corn belt.

Steam Drier—No. 3 Cutler with steam trap.

Elevator Belts—700 ft. 22 inch, 6 ply Rubber Belt with 20x6 Buckets attached @ 50c per ft., and many other sizes.

Pulleys—A big lot, both wood and iron, from 3 inch to 10 ft. in diameter. Write for "Gump Bargains," giving complete list of all Rebuilt Machines and transmission appliances in stock.

B. F. Gump Co., Mill and Elevator Machinery, 431-433-435-437 S. Clinton St., Chicago.

MACHINES FOR SALE.

FOR SALE CHEAP.

Two burner Hess Grain Tester.
One oat clipper.
One warehouse separator.
One 48,000 lb. Buffalo Hopper Scale with all framing timbers. Buffalo Hopper Scale.
All the above in first class condition.
The Raymond P. Lipe Co., Toledo, Ohio.

ATTRITION GRINDING MILLS for sale. 2 Robinson 24" double head steel attrition mills, 2 Robinson 20" single head steel attrition ck., corn mills, 2 largest size Munson cracked corn separators. The above all made by Munson Bros. Co. of Utica, and will be sold at a very low price. The mills are the latest type of recent manufacture and all in excellent condition. Address Meech & Stoddard, Inc., Middletown, Conn.

SECOND HAND FOR SALE—Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye gear drive; 1-9"x15" Case; 1-7"x18" 3 pair high Alfsee, belt drive; 1-7"x15" Alfsee, 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas milling; 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic, 25 bu. cap.; 1 No. 256 Monarch Magnetic, 50 bu. cap.; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors; 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular, 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

MACHINES WANTED.

WANTED—10 or 12 H. P. Fairbanks-Morse gasoline engine. G. B. Hager, Dwight, Ill.

Wanted—Second-hand gasoline traction engine and plowing equipment. Address Geo. H. Hess, La Grange, Ill.

CORN SHELLER with cleaner attachment wanted. Write at once. Address Sheller, Box 9, Grain Dealers Journal, Chicago.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

SCALES FOR SALE.

TWO SECOND HAND Automatic Scales for sale. Good as new. Address Snap, Box 3, Grain Dealers Journal, Chicago, Ill.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

SCALES are the trial balance of your business, therefore have them correct. Our large force of mechanical scale experts and our unequaled facilities at your service. Write or wire, Indiana Scale & Supply Co., Indianapolis, Ind.

REFITTED SCALES.

400-600-800-1000 and 1500 lb. Portables.
4-6 and 10 ton 14 and 22 ft. Wagon.
1200-2000-2500 and 5000 lb. Dormants.
48 ft. 80 ton and 44 ft. 100 ton R. R. Track. The right scale at the right price. Southern Scale Co., 407 N. 4th, St. Louis.

FERRETS.

FERRETS—FERRETS—FERRETS—How much of your money and property is eaten annually by rats and mice? The price of one ferret will save this and exterminate them. Keefer Bros., Greenwich, Ohio.

GASOLINE ENGINES

One 35 H. P. Natural Gas or Gasoline engine for sale. In good condition. Will sell cheap. Elliott & Reed Co., Richmond, Indiana.

GAS AND GASOLINE engines for sale command a vitally interested audience if you insert an advertisement in the "Gas Engines" columns of the Grain Dealers Journal, Chicago, Ill.

1 HIGH GRADE 8 H. P. horizontal Milwaukee gasoline engine, only \$108.00. Fifty other good propositions for the power user. State your requirements before you buy. Badger Motor Co., Milwaukee, Wis.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

STEAM ENGINES—BOILERS.

FOR SALE—40 H. P. Chandler & Taylor steam engine. Good as new. \$150. Fortville Milling Co., Fortville, Ind.

FOR SALE CHEAP one 16x42 Corliss Engine. Address Sedalia Milling Co., Sedalia, Mo.

100 H. P.; H. S. & G. Steam Engine for sale. In use two years and in excellent condition. The Blish Milling Co., Seymour, Ind.

\$75 WILL BUY one 35 H. P. steam engine, slide valves. Guaranteed, in good condition. Meyer-Morfield Mfg. Co., Bonnets Mill, Mo.

For Sale—150 h.p. Howard & Behler Boiler with front and dome, and 40 h.p. bored to run 45 h.p. Buckeye Engine. Sold on inspection. Price reasonable. New galvanized iron smoke stack included. Correspondence solicited. Central Mill & Elevator Co., Bloomington, Ill.

DYNAMOS—MOTORS.

25 H. P. WESTERN-ELECTRIC Motor—\$200.

3 phase, 12 rev., in use 3 months, bargain. E. H. Nagelstock, Rector Bldg., Chicago.

For Sale—One 10 h.p. 500 volt Thompson Houston direct current motor. One Kentucky Electric Co., 20 light dynamo 110 direct current. One 30 light Mather engine on direct current. One 20 h.p. gasoline traction engine used to plow 100 acres. Address A. H. Arp, M. D., Moline, Ill.

BUILDING MATERIAL.

2 MILLION FT. 2x6, 2x8, 2x10 hemlock cribbing; all size timbers, boards and ready roofing. J. G. Ruel, 7337 Stony Island Ave., Chicago.

AUTOMOBILES.

BRAND NEW 1912 Automobiles, any make, any model, fully guaranteed, \$50 to \$500 less than regular prices. State make and model wanted. Referenced agents wanted in every town. Owners get our selling-cost-eliminated-prices for tires and accessories. The Union Motor Sales Co., 1127 CPA, Dayton, Ohio.

ELEVATORS FOR SALE.

IOWA. For sale elevator and coal business. A good proposition. Address X. Z., Box 9, Grain Dealers Journal, Chicago, Ill.

NORTHWESTERN IOWA.—For sale, 1 to 5 elevators located on the C. M. & St. P. Ry. Address A. H. Betts, Mitchell, S. Dak.

IOWA.—For sale at Ridgeway, Ia., 20,000 bus. elevator, in good grain country. Can give possession July 15, 1912. Write Ole J. Linde, Ridgeway, Iowa.

NORTH DAKOTA AND MINNESOTA. For sale 16 elevators located in N. D. and Minn. Good stations and prices reasonable. Will sell either as a line or separate. Address 308 Board of Trade, Luluth, Minn.

Illinois.—Grain business, elevator, and home for sale. Handles from 200,000 to 300,000 bus. annually, no competition. Poor health reason for selling. Address Illinois, Box 4, Grain Dealers Journal, Chicago.

CENTRAL INDIANA.—Offer a first-class one-man elevator, choice location, steam and traction railroads. Shipped 140M in 1910 and 131M in 1911; sell 14 cars coal, other good retail; average net profits over 3 years over \$3,500—prompt action. John A. Rice, Frankfort, Ind.

ILLINOIS ELEVATOR, only one at a 150 car station on C. I. & S. R. R. 20,000 bus. capacity. Must be sold to close estate. If you want a good business write today. Address B. O. Y., Box 5, Grain Dealers Journal, Chicago, Ill.

ILLINOIS.—For Sale or Trade, 15,000 bu. elevator and coal and hay business. Located in good territory, only one competitor. Too much other business to attend to, reason for selling. Address B. E. T., Box 5, Grain Dealers Journal, Chicago.

For Sale.—New grain elevator and coal business in Franklin County, Iowa, on Rock Island Railroad. Fine territory. New station earning good profits. Easy terms. Satisfactory reason for selling. Buyer could open up general store to advantage. Box 440, Des Moines, Ia.

WISCONSIN. 10,000 bu. elevator and 50 bbl. steam roller mill for sale. On side track of main line of C., M. & St. P. R. R. No competition. Up to date flour and feed mill (Allis System). Everything in good running order. Address Wisconsin, Box 11, Grain Dealers Journal, Chicago.

CENTRAL INDIANA.—Offer for quick sale one fine elevator (2 houses, one set hands) one steam, one gasoline; 100M capacity, choice town, territory roads and one competitor. Large flour trade, netted \$9,000 last year. Shipped 242 cars last 12 months. Price \$15,000. John A. Rice, Frankfort, Ind.

Missouri.—\$4,000 buys a nice feed and grain business in central Missouri on Mo. Pac. Ry. Including public scales, nice residence, good barn and outbuildings and 5 acres of good land. All in corporation of a good live town. Buildings alone would cost more if built now. All are in good shape and almost new. Address H. E. W., Box 4, Grain Dealers Journal, Chicago.

MINNESOTA.—A 20,000 bu. elevator in good Minnesota town; only elevator in town; handles from 60,000 to 100,000 bus. each year. Also good flour and feed business in connection with elevator. \$5,000 to \$8,000 profit per year can be made at this point.—Price \$4,500.

SCHWAB BROS.
123 Guaranty Loan Bldg., Minneapolis.

WESTERN OHIO.—25,000 bus. heavy cribbed elevator for sale. On own ground. Steam power, strong concrete foundation. Elevator and engine room floors concrete. Iron siding and roof, three stands of elevators, corn cleaner, corn sheller, attrition mill, wagon, hopper and platform scales. An up-to-date elevator. First class machinery and mill work. Handle flour, feed, salt, seeds, etc., as side line. Write O. K., Box 2, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

YOUR ELEVATOR SOLD FOR 2c. Let me tell you how to do it, costs but a postage stamp to learn. P. O. Box 182, Park Ridge, Ill.

NORTHWESTERN OHIO. For sale, one of the best elevator and coal propositions in the state. Address C. O. D., Box 7, Grain Dealers Journal, Chicago.

ILLINOIS. For sale, my elevators at Holder, and Brokaw, Ill. Bed rock price and terms to suit purchaser. Address Holder, Box 12, Grain Dealers Journal, Chicago, Ill.

CENTRAL MINNESOTA.—For Sale, 30,000 bu., cribbed elevator, coal sheds and corn cribs. All in good condition. Good business, in the best grain county in the State. For particulars address W. F., Box 4, Grain Dealers Journal, Chicago, Ill.

NORTH DAKOTA ELEVATOR and dwelling house for sale. Business is good. from 100,000 to 150,000 bus. a year. Will sell right to right party on right terms. Am leaving city. Address Mikkelsen Elevator, Alsen, N. Dak.

OHIO ELEVATOR that can show profits \$10,000 a year. On private ground. Other business reason for selling. Price \$15,000. Also other elevator for \$5,000. Address Bargain, Box 4, Grain Dealers Journal, Chicago, Ill.

KANSAS.—For sale, three elevators, 5,000 to 6,000 bus. capacity each, located in Northwestern Kansas on C. R. I. & P. Ry. All points draw grain from big territory, big wheat acreage. Address "State Elevators," Kansas City, Mo., 230 Board of Trade.

OHIO ELEVATOR FOR SALE. Elevator in good live town of about 1,600 inhabitants. Capacity, small grain 12,000 bus., corn 8,000. Ware room 40x60, flour room 24x60, good building, new machinery, buildings located on 1.14 acres of land, on Big Four Ry. Doing between 40 and 60 thousand dollars per year. Will sell for \$9,000. The C. L. Lane Co., Bellefontaine, Ohio.

SOUTHERN KANSAS. For sale or trade for land. Roller flour mill equipped with 125 H. P. new engine and boiler. 8,000 bu. elevator with 5 dumps, corn sheller, two grain cleaners, two feed rolls, 300 bu. Fairbanks Hopper Scale, 35 H. P. gas engine and 15 lots. Located on main line of the Santa Fe in Southern Kansas. For further information address M. W. T., Box 3, Grain Dealers Journal, Chicago, Ill.

BUSINESS OPPORTUNITIES.

WANTED.—Am looking for a good business. Prefer elevator, mill, general merchandise or hardware store. Will pay cash. Give full description. Confidential. Box 5951, Cherry Valley, Ill.

NORTH CENTRAL IOWA. For sale grain, coal and live stock business, all doing a right good and profitable business. Consideration \$4,500. Address Profitable, Box 1, Grain Dealers Journal, Chicago.

ALFALFA MILL WANTED. Excellent opportunity and conditions for the erection of an alfalfa mill at Carlsbad, N. Mex. Large quantity of alfalfa raised. Site on railroad for mill will be donated. Write Henry J. Lange, Carlsbad, New Mexico.

GRAIN MEN, MILLERS AND ALL INTERESTED IN A LIFE-TIME OPPORTUNITY.

The Controlling Stock in the most modern and best Corn Milling and Elevator Plant in the South, 1,500 bbls., Meals and Grits daily, and a carload of Chops per hour. Half the output salable at door, and tributary to the largest consuming territory in the country. Everything in first class condition. Two railroads, private tracks. Ill-health causes quick and cheap sale. If you want a money-maker, address Money, Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

Wanted an Elevator in Eastern Nebr., in good grain territory. Address Buck, Box 4, Grain Dealers Journal, Chicago.

Wanted to Buy or lease an elevator. Give full particulars in first letter. Address B. L. Cook, Zeoring, Iowa.

CHOICE NORTH DAKOTA Farming and City property, which I will trade for a grain elevator at a good grain point in North or South Dakota or Minnesota. Write for particulars to Box 41, Glendive, Mont.

WANTED TO TRADE two sections of good Montana grazing land with abundance of grass and water for an elevator in a live North Dakota or South Dakota town. Frank A. Cousins, Bismark, N. D.

FOR EXCHANGE.—Offer a fine 1454 acre choice Miss. land, well drained and located, 400 acres in crop, 1,000 acres choice virgin timber. \$30 per acre cash, or will trade for elevators worth the money. What have you? John A. Rice, Frankfort, Ind.

WANTED TO BUY an up-to-date elevator in Ohio, which handles 200,000 bus. or better per year. Would like good hay and straw business in connection. Address Ohio, Box 5, Grain Dealers Journal, Chicago.

MISSISSIPPI PLANTATION to exchange for a line of elevators or other income property. Horses, mules and tools included. Prefer Ill., Ind. or Ohio elevators. Address Miss., Box 5, Grain Dealers Journal, Chicago, Ill.

FOR SALE.—730 acres of river bottom land, all in one body, 690 acres under cultivation. Raised 25,000 bus. of corn and 4,000 bus. of wheat this year. Smallest crop raised in six years 16,000 bus. of corn and 5,000 bus. of wheat. Price \$125 per acre. Will consider trade for elevators. Address Box 206, Sandborn, Ind.

I Want to Trade my dwelling house and general mercantile business for a grain elevator in some good locality in Canada or Dakota. Must be a good house. Best business in town, and has the best and most trade. All good clean stock, none of it trading. Located in a live Minnesota town. Address Trade, Box 4, Grain Dealers Journal, Chicago, Ill.

OLD ELEVATORS BOUGHT.

We are in the market to buy old elevators, mills, factories, warehouses or any large buildings, and will promptly comply with requests to bid on any properties answering such descriptions, in Wisconsin, Minnesota, Iowa, Illinois or Michigan. La-Crosse Wrecking & Lumber Co., LaCrosse, Wisconsin.

HELP WANTED.

TRAVELING SALESMAN calling on elevators, etc., will hear of highly profitable side line (no samples) by addressing Dept. B, Box 663, Cincinnati, O.

LAND FOR SALE.

FOR SALE.—One half section of land in Barton Co., Mo., to settle estate of John G. Bruns; for particulars call on or write F. A. Bruns, Willmington, Ill.

FOR SALE OR TRADE. 200 acres of land adjoining good town in the Panhandle of Texas, improved, all in cultivation. Clear. Address McMillen & Fergus, Van Wert, O.

ELEVATOR BROKERS.

JAMES M. MAGUIRE, Campus, Ill. Elevator Broker, can suit you in an elevator from \$5,000 up. Can give good terms on many of them. Write for information or to make appointments.

JOHN A. RICE, Exclusive elevator broker, Frankfort, Ind., 1,100 listed. Sold 120. First-class trade only. Charge Seller 2%, subject to prior sale. NO OTHER WAY. 12 years experience worth \$1,000 to buyers GRATIS. List with me, buy of me, and have god luck.

SITUATIONS WANTED.

POSITION WANTED by a competent elevator man. Address A. O. U. W., Box 5, Grain Dealers Journal, Chicago, Ill.

WANTED—POSITION AS MANAGER of an elevator. Am perfectly capable and can give reference. Married. E. L. Reed, De Witt, Ill.

WANTED POSITION as manager of country elevator. Can furnish good references. Address Kans., Box 5, Grain Dealers Journal, Chicago, Ill.

GRAIN BUYER wants position with grain firm, 8 years' experience, married and speaks German. Write H. J. Shaffer, 62 W. Military St., Fremont, Nebr.

ALL AROUND GRAIN MAN, 22 years old, desires position in grain business, have been in grain elevator all my life. Prefer Kansas or Nebraska. Address Stan, Box 5, Grain Dealers Journal, Chicago.

HERE'S YOUR MAN. Married man, with 7 years' experience as manager of country elevator wants position as manager or buyer for one or more elevators. Address Worker, Box 5, Grain Dealers Journal, Chicago.

WANTED position as grain buyer, have had several years' experience in buying grain and selling coal. Can give references. Iowa or Minn. preferred. Address Greene, Box 5, Grain Dealers Journal, Chicago.

POSITION WANTED—By young married man with eight years' experience in the grain business as head office man or manager of branch business. Thorough acquaintance with Southwestern trade and expert detail man. Address Competent, Box 5, Grain Dealers Journal, Chicago, Ill.

Wanted by an Experienced Man to associate with grain firm as manager of elevator, grain, flour and feed business. Would invest \$1,000 to \$1,500 in plant. Southern Kans. or Northern Okla. preferred. Address 66, Box 4, Grain Dealers Journal, Chicago.

SITUATION WANTED as bookkeeper or manager of country elevator. Five years' experience in lumber and grain business. Speak Swedish and English fluently. Address Man, Box 4, Grain Dealers Journal, Chicago.

A REAL LIVE GRAIN MAN, 9 years in grain business, married, first class gas engine and elevator machinery mechanic. Familiar with all leading markets, three years' experience as grain buyer and seller. Best of references. Address Experienced, Box 5, Grain Dealers Journal, Chicago.

HAY WANTED.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

ALFALFA HAY WANTED.

Get our prices before selling. We are the largest handlers in the Middle West. Albert Miller & Co., 192 N. Clark St., Chicago, Ill.

MEAL WANTED.

MEAL AND CHOPS WANTED. We are in the market for continuous shipments of corn meal and chops and will be pleased to hear from manufacturers. Metzger & Gibson, Meridian, Miss.

WE ARE ALWAYS IN THE MARKET for straight and mixed cars—corn chops, sacked corn, straight and millrun bran, corn meal in 35 lb. and 17½ lb. sacks, oats, in fact all kinds of feedstuffs delivered basis Group 1 Texas Points. Shall be pleased to have prices from reliable manufacturers. Address S. F. Nelson, Winnsboro, Tex.

MILLS FOR SALE.

For Sale—Valuable Mills and Milling interest at a bargain. Write quick. Address W. H. Burnett, R. F. D., Box 14, Pikeville, Tenn.

Central Kansas—200 bbl. modern steam mill with elevator adjoining, in wheat belt, for sale or trade. Address B. B. Bargain, Box 4, Grain Dealers Journal, Chicago, Ill.

Ohio—Electric power meal and feed mill, situated in Bellefontaine, O. Everything new and up-to-date. Call on or address G. H. Armstrong, Fairfield, O.

WILL SELL Rye and Buckwheat flour and feed mill. Never failing water power, concrete dam. 45 acres land. A bargain. C. Van Alstyne, Chatham Center, N. Y.

GRIST MILL FOR SALE—In Central Michigan's best wheat district, small town, two railroads. For further particulars, address Mill, Box 4, Grain Dealers Journal, Chicago, Ill.

FLOUR AND FEED MILL, 35 bbl. flour mill, water power, also gas and gasoline engine. E. Central Indiana. Terms to suit purchaser. Address E. C. I., Box 2, Grain Dealers Journal, Chicago, Ill.

MICHIGAN MILL FOR SALE. Complete 75 bbl., steam roller mill for sale, cheap for cash if taken immediately. On railroad in town of 3,000. Excellent location for farmers elevator. Address H. Lewis, 216 S. State St., Ann Arbor, Mich.

FOR SALE—30 barrel flour mill; 10,000 bu. elevator and 9 room modern brick house in good Central Indiana town. Big 4 Ry., switch. Running daily. Money maker. Price \$8,000. Easy terms or trade for good farm or city property. The Kinnear Co., "The Firm That Hustles," 501 State Life, Main 1409, Indianapolis, Ind.

FOR SALE CHEAP to settle estate. One of the largest flour mills in the South, with large shipping and local trade. Fully equipped with latest improved machinery. Located on two R. R's., in center of big wheat growing section. A great bargain to quick buyer. For full particulars, address Box 55, Winchester, Va.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

ALFALFA

re-cleaned. Jewell, greatest corn and alfalfa county in the world; grows seed. Write for prices and samples. J. Jacobson, Formosa, Kan.

GRAIN WANTED.

SALVAGE GRAIN. We buy grain salvage in any quantity, wet or dry. American Cattle & Poultry Food Co., Binghamton, N. Y.

WANTED—Off grade and salvage wheat and corn of every description. I make a specialty of it. C. C. Lewis, Chamber of Commerce, Buffalo, N. Y.

NEW WHEAT AND OATS of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Phila., Pa.

NO. 2 YELLOW EAR CORN, No. 2 White. Recleaned Uncolored Oats for feed or seed. Mill feed and No. 1 Timothy Hay wanted in split cars. I would like prices from all milling companies handling all these. T. P. Scott, Avonmore, Pa.

PROPOSALS FOR FORAGE—Chief Quartermaster's Office, Federal Building, Chicago, Ill., March 1, 1912.—Sealed proposals will be received here until 1 o'clock P. M., Central Time, April 30, 1912, for furnishing and delivering at Chicago or other prominent railroad points; 8,000 tons hay and 6,000 tons oats. Information furnished upon application. Jno. L. Clem, Chief Quartermaster.

GRAIN FOR SALE.

WHO WANTS CORN AND OATS? Write the Golden West Grain Company, Sioux Falls, S. D. They have an abundance of it and can ship everywhere.

What have you?

FOR SALE

An Elevator
Machinery
Seeds

Do you want?

An Elevator
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Position
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has 6,000 readers who would like to know. Tell them thru a 'For Sale & Want' Ad. Costs 20 cents per type line.

Grain, Clover and Grass Seeds,

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RED CLOVER
ALLSIKE
TIMOTHY
RED TOP
COW PEAS

SEEDS

OFFER
FOR
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SHIPMENT

MILLETS, etc., in CARLOADS or LOCAL LOTS

Ask for SAMPLES—Our PRICES Will Do the Rest.

We Are Located in Heart of RED TOP Country

SEEDS FOR SALE—WANTED

SEEDS WANTED.

WANTED FIELD SEEDS, all varieties. Quote, with samples. J. Oliver Johnson, Chicago, Ill.

WANTED TO BUY—Clover, Timothy and Alfalfa, fodder and field corn. Stoecker Seed Co., Box E, Peoria, Ill.

SEEDS WANTED—Cow Peas, all varieties. Quote best price F. O. B. your station or deliver Pocomoke. State quantity and variety. Send sample. Peninsula Produce Exchange of Md., Pocomoke City, Md.

Wanted—Field Seeds—Millet (all varieties). Cane, cowpeas, speltz, popcorn. Samples solicited. All kinds of field seeds for sale. Ask for samples. Mitchell Bros., St. Joseph, Mo.

SPELTZ WANTED—We are in the market for speltz, oats, barley, soy beans, cow peas, clover, millet and timothy in car lots or less. Please send samples, state how much you have to offer, and lowest price your track. Shenandoah Seed Co., Shenandoah, Iowa.

SEED CORN Plant the best and highest yielding corn that grows. Send at once for free corn book giving description, proof and prices. E. D. ROBERTS, Corn Specialist, Red Oak, Iowa

SEEDS FOR SALE.

PEAS—Whip-poor-will, mixed and New Eras, local or car lots. Ask for samples and quotations. Brown-DeField Grain Co., Charleston, Mo.

GOOD FIELD SEEDS are wanted by grain elevator operators for their farmer patrons. Help them and your trade by advertising what you have to offer in our "Seed for Sale" dept. Give full particulars and price, and first ad will sell you out.

Pure Bred Seed Corn—Grown by us on our Sunny Side Seed Farm; six different varieties of Pure Bred, big yielding, sure growing seed corn. Can furnish in large or small lots. McGreer Bros. Coburg, Iowa.

Can You Offer

Cane - Millet - Clover - Pop Corn

Send Samples

J. G. Peppard Seed Co.

Kansas City, Mo.

SEEDS FOR SALE.

WE HAVE 11,000 bu. of choice orange cane seed for sale. New crops. Ask for prices. Fairchild Bros., Endicott, Nebr.

We Have About 300 bus. of Clover Seed, of extra fine quality. Something for the particular man; we offer in any size lots. Culver City Grain & Coal Co., Culver, Ind.

FANCY HIGH BRED Broom Corn Seed. We furnish this seed to U. S. Government for Crop Improvement. Address Fancy Broom Corn Seed Co., Lock Box 32, Oakland, Ill.

CHOICE ALFALFA SEED for sale. Guaranteed free from weed seeds or dodder. U. S. Agri. test 98.75% pure. In bushel lots \$11 per bushel, less \$11.50 per bushel. Write,—J. M. Gates, Fort Crook, Nebr.

PURE BRED SEED OATS. Write for delivered prices on Regenerated Swedish, Great Dakota, American Banner and Black Joannette, Heavy pure seed. L. C. Brown, LaGrange, Ill.

FOR SALE—Minnesota grown Blue Stem Wheat, Russian Green Seed Oats, Early White Seed Oats, Early Yellow Seed Oats, both a spread top oat, Iowa grown, Minnesota grown Yellow Dent and White Dent Seed Corn. Write for samples and prices. St. John Grain Co., Heron Lake, Minn.

FOR IMMEDIATE SHIPMENT FROM NEW YORK

Large Consignment of Extra Fancy Recleaned Red Clover

For shipment from Europe: Alfalfa, Crimson Clover, White Clover, Alsike Clover, Timothy, Canada Field Peas, Vetches, Dwarf Essex Rape and Sunflower Seed.

All European Fancy and Natural Grass Seed Varieties, especially True South German Creeping and Rhode Island Bent, Sheep, Hard and Fine Leaved Fescues, Wood Meadow Grass and Bermuda Grass in unsurpassed qualities complying with the Strictest American Seed Law.

Can arrange for immediate shipment from European seaports. For samples and prices apply to

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99 Nassau Street "Correspondence Solicited" NEW YORK, N. Y.

Different From All Other Advertised Brands

GARTONS
NEW PURE BRED SEED OATS

Gartons New White Oat President.

Gartons New Regenerated Swedish Select (latest strain for 1912).

Gartons New Black Oat Victor.

Guaranteed 100% Pure

Bred and raised by Gartons, who are the only Actual Commercial Grain Breeders on this Continent.

Special to Elevator Men, send 10c and we will mail you a large sample of each of the above named new breeds of Oats together with a coupon worth 25c in trade and Gartons Book of the Farm worth its weight in dollar bills. Show these samples to your customers, interest them, make it clear they must increase their crop. These Oats raise from 15% to 40% more Oats than ordinary run-out or worn-out Oats.

By increasing the farmer's oat crop you can increase your elevator returns of better quality oats which never miss grade.

For Club Orders we will make you a specially tempting low price and will ship all orders C. O. D. if desired, subject to examination at your own station before taking delivery. Write for further particulars

GARTON-COOPER SEED CO., 51 First Street, SUGAR GROVE, ILL.

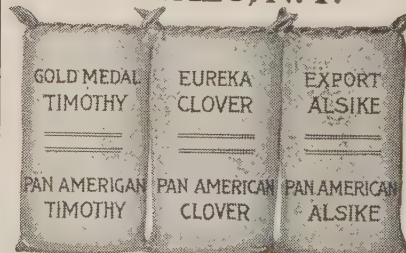
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Whitney-Eckstein Seed Co.
BUFFALO, N. Y.

Timothy, Red Clover, Alsike, Alfalfa, White Clover, Crimson Clover, Canada Bluegrass, Redtop, Millets, Lawn Seed, Orchard Grass, Seed Grains, Peas, Popcorn, Etc.

Correspondence Solicited

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

UTAH ALFALFA SEED. Quality right, price right. Vogeler Seed Co., Salt Lake City, Utah.

FOR SALE a few cars of Hungarian seed. Send for samples and prices. C. E. Nichols & Co., Lowell, Ind.

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GERMAN MILLET is our specialty and we are now in position to furnish the trade with new crop seed either in small or large quantities. Correspondence solicited. D. H. Clark, Galt, Mo.

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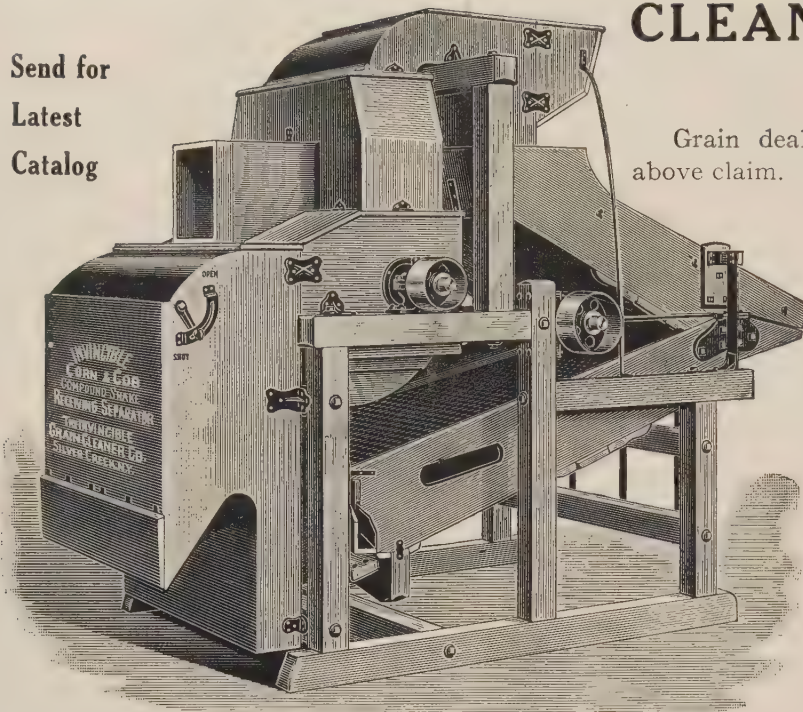
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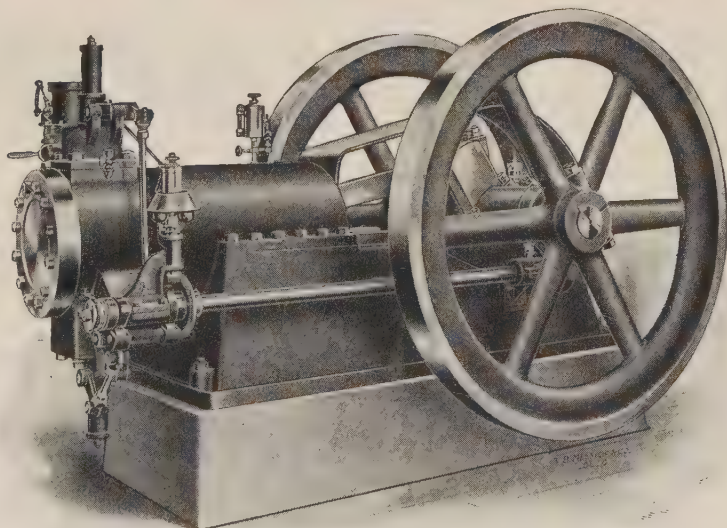
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GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month

by the

Grain Dealers Company

315 S. La Salle Street, Chicago, Ill.

CHARLES S. CLARK, Manager

SUBSCRIPTION RATES

To United States, Canada and Mexico one year \$1.50; two years \$2.50; one copy 10 cents.
To Foreign Countries within the Postal Union, prepaid, one year \$2.50; two years \$4.00.
A Red Wrapper on your Journal means your subscription has expired.

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value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

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LETTERS

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., MARCH 10, 1912

FREE SEEDS will be distributed again by the members of Congress to their loving constituents at home, who don't mind gathering sunflowers when they planted turnips. The House, after a stormy session last week, refused to cut out the appropriation for this gratuity.

BUCKET SHOPS are becoming fewer and fewer, and the time is not very distant when it will be so dangerous to conduct an institution of this kind that none will attempt it. The latest conviction is of the members of the firm of B. H. Scheftels & Co., who maintained offices in different prominent cities of the country.

CALENDAR DAYS won in the recent contest on the Chicago Board of Trade, by the splendid vote of 342 to 18, in other words contracts for shipments will henceforth be for a specified number of calendar days, excluding date of sale, and what is even more encouraging, Milwaukee is now seriously considering the adoption of a similar rule. If the various grain exchanges continue to co-operate in the adoption of uniform rules for the improvement of trade conditions, many antiquated customs and out-of-date practices will soon be displaced by modern methods.

IDAHO will have correct crop reports, if the measure now pending is enacted into law. Operators of thrashing machines must take out a state license and forward weekly reports to the county auditor of all grain thrashed, giving the name of the owner and the kind and quantity of grain. Any failure to do so will make thrashermen liable for a heavy fine. With such a law in force, crop reports can be compiled which are right. If the country had one correct report a year, the guessers and so-called crop experts would be able to come much nearer the truth between these reports.

YOU LOSE \$4, according to Bert Ball, every time you plant seed from an ear of corn that will not grow. An earnest effort is now being made by many organizations, interested in the improvement of the quality and an increase in the quantity of corn, to induce farmers everywhere to submit their seed to the germination test before planting it. If every grain dealer would take a hand in this matter, and encourage the farmer to test his seed corn, he would help the farmer as well as his own business. If the farmer plants dead seed corn, the dealer can rest assured that he thereby reduces the chances of his marketing any corn next Fall. It is only the surplus he hauls to the elevator. It is a very easy matter to conduct germination tests with seed corn, by means of damp rags, blotting paper, sawdust or sand, kept damp and warm. By keeping the kernels from each ear by themselves and marking them, it will be a very easy matter to separate the live seed from the dead.

IOWA'S State Fire Marshal has issued Bulletin No. 1, which contains much information of special interest to every property owner. Among other things, he gives a summary of the causes of fires occurring in Iowa during August and September, 1911. Out of 427 fires reported, 117 were credited to lightning, doing a damage of \$184,492. Sparks from locomotives caused 8 fires, from chimneys 10, from traction engines 3, gasoline explosions 6, gasoline stove explosions 11. These causes are often credited with burning grain elevators, but they are just as common in other classes of property. The lightning and the spark hazard can be minimized thru the use of good copper rods, properly installed, and by covering all elevators with iron roofing and siding. Careful work by state fire marshals promises to educate property owners to the different fire hazards and eventually to eliminate many of the most common causes of fires. Thru the vigilance of Iowa's fire marshal, three men of Moulton, Ia., who co-operated in the burning of an elevator at that station, are now serving terms in the state penitentiary, which speaks well of the law and the good work being done in Iowa.

RECIPROCITY has a number of friends in western Canada, who were much grieved by Canada's rejection of the reciprocity treaty. The Grain Growers' Ass'ns of Western Canada are now reported to be working on a proposition providing for the secession of the four western provinces. Judging from many reports emanating from western Canada, the farmers of that section have not only experienced difficulty in marketing the grain of the last crop at a profitable price, but many have experienced much difficulty in selling it at any price.

FRAUDS, shysters and tricksters are to be prosecuted by the New York Credit Men's Ass'n., if the proposition now pending before that organization is carried. It seems that the credit men have found that the confidence of buyers is destroyed when business gets a bad reputation from fraudulent transactions. If those who suffer at the hands of frauds would give the evidence of fraudulent transactions to the inspector of the Federal Government, or to the trade journals of the line affected, prospective easy marks would be warned and the swindlers run out of business. The trouble with most of those who suffer at the hands of sharpers of this stamp is that they keep their sufferings to themselves, hoping to realize something from their claim against the fraud. If they had backbone enough to insist on prompt settlement under the penalty of exposure to the government inspector, settlement would be made much more promptly.

FAILURE of carriers to supply cars to would-be shippers is causing so much trouble among members of the trade, that we are receiving frequent inquiries as to liability of carriers for refusing or neglecting to supply shipping facilities, after they have been applied for. A number of state courts have granted would-be shippers damages for losses due to delay of carriers in supplying cars, and no doubt they will continue to grant damages to others who present strong cases, well fortified with facts, showing that carrier was solely to blame. If carriers were permitted to put a man out of business as suited their pleasure, they would always divert their cars to the movement of the most profitable traffic at points of competition, and if they could supply cars for all would-be shippers at points of competition, they would no doubt do so, to the exclusion of shippers located at interior points. No carrier is disposed to use a car for transporting grain which must be hauled over its rails if moved at all, when the same car can be moved to a competing point for the transportation of grain which could just as easily be shipped over another line. Competition is a more potent factor with the traffic manager than all the laws. Inland shippers who obtain cars during the scarcity must file their orders with a persistence that will command attention.

ADVANCING money to farmers for grain which they promise to deliver is very unpopular among the grain dealers of South Dakota at present, as several have bot different lots of grain and advanced money on it, but are still waiting for the delivery. One farmer, who is credited with having played this game on several buyers, has been arrested and held for trial. Dealers who cannot resist the temptation to engage in the money lending business should start a bank and employ a cashier who will investigate the standing of borrowers before handing out the money.

SECY GIBBS of the Texas Grain Dealers Ass'n is out with a circular warning the members of his organization against buying and shipping in natural corn from northern sections, because so much of it becomes hot, with the suggestion that during the next few months they confine their purchases to kiln-dried corn, and thereby avoid trouble. The higher temperature of the southern states can be depended upon to put most of the water-logged corn of the northern states out of condition when shipped south during the germinating season; in fact, the corn of the last crop cannot be shipped very far in any direction with safety. The time has come when the grain shippers of the country must demand that the agricultural experiment stations, which have been devoting their time and energy to corn of large variety, should give some attention to the storing and shipping qualities of the grain. If the farmer produces corn which cannot be stored or shipped with safety, he has an unmarketable commodity, which henceforth is very likely to be handled only at a generous discount.

GRAIN DOORS are to be supplied by the roads forming the General Freight Ass'n after May 1st, and no allowance will be granted shippers who supply doors, as the tariffs providing for an allowance of 50c per door are to be canceled upon that date. This will be joyful news to shippers who have been supplying doors at expense of \$5 or \$6 per car and receiving \$2 for their material and labor. We have had several very interesting decisions on this point recently, and a New York correspondent in "Letters" this number, gives us additional information bearing on the important decision published on page 110 of the Journal for Jan. 25th. The Interstate Commerce Commission and different courts have decided upon several occasions that it is the duty of the carrier to furnish the car properly equipped, and in condition to receive the freight it is to transport. A box car with only three wheels is of no more use to a grain shipper than one with a full complement of wheels, but no grain doors. The reform comes not because the C. F. A. carriers are anxious to perform their full duties to the shippers, but because some transfer elevators were taking grain doors from western cars and selling them to eastern roads at a profit, while the shippers who found it necessary to buy the lumber and nails to construct the doors always supplied them at a loss.

THE CAR SHORTAGE in Manitoba seems to have been more burdensome on this section of the wheat belt than was necessary because of the unjust regulations provided by the car distributing law. The law requires each application to be registered in the order received, and altho some shippers may need 10, 15 or 20 cars, all shippers will be given one car apiece in the order of the filing of their applications. This has worked a great injustice, because it has forced elevator operators who represented large numbers of farmers to suspend operation. The general sentiment prevailing among all interested now is that cars should be distributed among applicants in proportion to their needs.

EFFECT OF DR. WILEY'S RULING.

Whatever the ultimate result of the Buro of Chemistry's prosecution of the Hall-Baker Grain Co., which it falsely charges with misbranding grain, the entire agitation brot about by Dr. Wiley's interpretation of the Food & Drugs Act will have a tendency to make grain shippers more careful about classifying their grain, and it is to be hoped they will soon be providing more bins, so that they can discriminate against and keep separate the lower grades, if they accept them at all. Good grain of each kind should be kept in a bin by itself, and not deteriorated with a mixture of a lot of poor stuff, simply because a distant farmer or an influential friend happens to bring a lot of rotten stuff to market.

The Buro of Chemistry has laid emphasis on the difference in quality of grain, and it may yet have an opportunity to seize misbranded grain, even tho the mixture come out of the same field. It is admitted that even the Buro of Chemistry will have some difficulty in controlling nature and the elements, which contribute largely to the production of mixed varieties of grain, but the grain dealer can avoid mixing grain as in the past, thru the provision of proper facilities for classifying the grain and the exercise of even average care. Some line companies have been instructing their agents not to buy inferior corn at any price, and all have instructed their buyers to discriminate more sharply than ever against the poor stuff. Doubtless many independent dealers are doing likewise.

While the trouble which threatened the grain trade, has thru the united efforts of organized delegates, been temporarily warded off, there is no assurance that the relief is permanent. However, no more trouble is likely to be had before the presidential election, but after the officials again get seated to their tasks, the law may be made applicable to grain in its raw condition, just as Dr. Wiley insists it should be.

One excellent result of all the agitation growing out of the ruling, is the demand

of the assembled delegates for the standardization of grades. It will be noticed that all delegates pledged their earnest efforts to have such standards adopted by the organizations which they represented. If all members of the trade had used their earnest endeavors to secure the adoption everywhere not only of uniform rules governing the grading of grain, but uniform inspection practices under those rules, this would have brot about uniform grades in reality, and there would be less grounds for trade differences and disputes.

Uniformity has long been sought by the majority of the members of the trade. A few have prevented its realization because by such action they thot they saw an opportunity to profit over sister markets. The members of the grain trade are fully competent to draft uniform rules necessary to facilitate the marketing of our surplus grain. Chemical laboratory methods of determining differences in quality are not necessary for the marketing of grain, except to prove the danger of using poisonous stuff, which may occasionally be marketed as grain. It would be a very difficult matter to secure an amendment of the Pure Food Law, and it is not clear that the members of the grain trade want it or need it.

STILL BURNING COBS.

The receipt of a photograph of another new elevator with cob burner calls attention to the fact that many men are working to learn practical uses for our great waste product—corn cobs. It is interesting to note that allowing but 14 lbs. to the bushel, the farmers produced last year 35,440,832,000 lbs. of corn cobs, which were burned up or thrown away, and the 1911 crop was a small crop. The 1910 crop, by the same computation, amounted to 43,759,982,000 lbs. of corn cobs.

At some experiment stations, workers are recommending the feeding of charcoal, made from corn cobs, to live stock, for the purpose of building up their bony frame. The amount of cobs used in the manufacture of floor cleaner fillers, linoleum and feed-stuffs is too small to increase the demand sufficient to create a market value for cobs. If the cobs were broken lengthwise, they would soon rot and disintegrate on the land, and no doubt would prove beneficial to the soil.

The day is not long past since corn was used as fuel by western farmers, and some have admitted burning up large quantities, in order to get it out of the way, but the practice was not general, as is now the case with cobs. So many practical uses have been found for corn as to preclude forever its being used as fuel or waste, and no doubt as many uses will be found for cobs before another decade is past. The elevator men now get the cobs for nothing and pay dearly to get rid of them. Why not put them to some use, turn waste into profit?

THE WASHINGTON CONFERENCE

Washington, Mar. 5.—The grain men have won a complete victory in their contentions with the Bureau of Chemistry of the Department of Agriculture. They came here seeking a suspension of the Bureau's rulings against the interstate shipment of the so-called misbranded grain, heated corn and sulphured oats. They went away with assurances from the President and members of his Cabinet that their business interests should not be unreasonably interfered with.

The results are these:

Ruling against misbranded grain to be suspended until the Hall-Baker case is decided in the highest court as a test.

Ruling on misbranded grain to be suspended until some date during the coming summer.

Ruling on sulphured oats to be suspended until July 30, 1912, pending further investigation.

The delegates were highly pleased with the outcome. As soon as they received assurances they telegraphed home for employees to go ahead with shipments.

Benjamin A. Lockwood of Des Moines, said: "I am fully satisfied with the outcome of this conference as I think all the other delegates were. We got all we asked and perhaps a little more."

The formal administrative order directing the suspension of the food law in the three cases alluded to will not be made until Secretary of the Treasury MacVeagh returns to the city. Messrs. MacVeagh, Nagel and Wilson constitute the Cabinet pure food court of appeals, which is the court of last resort in food questions. The grain men, however, need not wait for this administrative order to assure them of their business safety. Both Mr. MacVeagh and Mr. Nagel very plainly indicated that their sympathies were all on the side of the grain dealers. The two constitute a majority of the board of three. This public declaration on the part of the two is in addition to the many private assurances given by Secretary Wilson that the obnoxious Bureau of Chemistry rulings should be suspended.

Very little was said about Dr. Harvey W. Wiley, head of the Bureau, in the course of the discussion that accompanied the conference. Whenever the Doctor was referred to it was always with a declaration on the part of the speaker that the Doctor was not to blame; that he was enforcing the law as he saw it, but that the law shouldn't be enforced so rigorously.

After the delegates had been called to order at the New Willard on Monday morning the resolutions adopted at the St. Louis convention were read and President E. M. Wayne opened the proceedings by urging the delegates to be conservative in their demands for governmental action.

Lee G. Metcalf of Illinois offered the following resolution:

ASK SUSPENSION OF LAW AND ESTABLISHMENT OF GRADES.

Whereas, The Bureau of Plant Industry of the United States Department of Agriculture for the standardization of grain has for several years been securing data throughout the grain belt for the purpose of establishing a standard for the inspection of grain; and

Whereas, Said Bureau of Plant Industry has not as yet reported its findings and

determinations, tho we are reliably informed and believe it will do so soon; and

Whereas, The Bureau of Chemistry of said Depart. of Agri. has lately attempted to direct what grades of grain may be carried in interstate commerce; and

Whereas, In order that no injustice will be done to producers, handlers and consumers, it is requested that the regulations of the Department of Agriculture applying to interstate shipments of grain be deferred until such time as said Bureau of Plant Industry has made its report; therefore, be it

Resolved, By the delegates appointed at a mass meeting which was held in the city of St. Louis, Mo., Feb. 23, 1912, and assembled in Washington, D. C., Mar. 4, 1912, that the Hon. James A. Wilson, Sec. of the U. S. Depart. of Agri., be respectfully requested to issue an administrative order suspending the action of said Bureau of Chemistry until the Bureau of Plant Industry shall have made its report and the government shall have established standard grades.

Discussion was precipitated. Mr. F. C. Wallbaum, of Illinois, commenting, expressed the opinion that the object of the resolutions was praiseworthy. Mr. C. H. Feltman, of Peoria, tho he would like the resolutions interpreted.

Mr. S. L. McKnight, Philadelphia, raised the question whether the proposal was not tantamount to federal inspection.

Mr. F. F. Collins, Cincinnati, thereupon suggested that the resolutions be sent to a committee for analysis.

Mr. C. B. Pierce, Chicago, remarked: "This looks like federal inspection and I am in favor of it." Mr. A. Brandeis, Louisville, agreed with Mr. Collins for a plan looking to an analysis. He would take the immediate danger away from it, he said.

Mr. Feltman, "I don't know how our exchange would feel on the subject. I don't think the majority of our members favor it. I think the resolution repudiates what we have been doing. I think we should stand by what we have done."

Mr. J. W. Snyder, Baltimore, moved that the last eight words of the resolution be stricken out, these words being "and the government shall have established standard grades."

Mr. J. A. McCreery, Mason City, Ill.: "I do not think the resolution means federal inspection. Let the government go ahead and establish grades."

Mr. W. J. Brainard, New York, suggested that many of the delegates had received instructions from their respective bodies, and asked that the delegates read their instructions. The plan met with approval.

Mr. S. W. Strong, Urbana, Ill., expressed the opinion, incidentally, that the resolution did not mean federal inspection.

Mr. Brainard read a resolution adopted by the New York Produce Exchange, as follows:

Resolved, That the delegates appointed to confer with the delegates of other exchanges be instructed to declare the oats trade of New York opposed to the use of sulphur or any other like artificial process in the handling of oats.

A number of the delegates reported they were uninstructed and others reported that they had received liberal instructions allowing them considerable discretion as to how to act.

Mr. Collins said that the instruction from his chamber of commerce was merely to secure a modification sufficient to permit the handling of the crop. He offered to amend the resolution by strik-

ing out all references to the standardization of grades by the government.

Mr. F. B. James, Cincinnati, proposed the substitution for the last 16 words in the resolution the following:

"Until the Board consisting of the Secretary of the Treasury, the Secretary of Agriculture and the Secretary of Commerce and Labor after full hearing and full conference with all interests concerned shall make and formulate uniform rules and regulations relating to grain in interstate commerce under the Food and Drug act of June 30, 1906."

The motion was seconded. Mr. B. H. Lang, St. Louis, made inquiry as to what efforts were being put forth toward uniform standards.

Mr. J. C. F. Merrill, Chicago, expressed himself in favor of an administrative ruling.

Mr. Lee G. Metcalf, who had offered the resolution, said he was willing to withdraw the last eight words, declaring he had no particular wish to inject them into the resolution.

After considerable discussion the resolution was referred to a committee of twelve, named by President Wayne as follows: A. E. Reynolds, chairman; E. C. Eikenberry, G. A. Wells, W. T. Cornelison, C. B. Pierce, J. S. McCane, A. Brandeis, S. W. Strong, C. B. Riley, G. J. Gibbs, Oliver Wilson and J. A. McCreery.

P. E. Goodrich, Winchester, Ind., reported that he had been up to the White House to see President Taft and the President had invited the grain men to come up and see him at 2:30 o'clock the following afternoon. The delegates, of course, accepted the invitation.

At the afternoon session President Wayne and Mr. Cornelison were appointed a committee to wait on Secretary Wilson and submit the demands of the conference. The remainder of the day was devoted to informal discussion and committee work.

The committee remained in session for three hours. At the end of that time the following resolution by a rising vote was unanimously adopted:

It was also unanimously adopted by the delegates this morning and the following communication sent to the Secy. of Agri.:

ASK SUSPENSION OF LAW'S

Application to Hay and Grain.

Washington, D. C., Mar. 5, 1912.

To the Honorable
The Secretary, James Wilson,
U. S. Depart. of Agri.

Sir:—We have the honor to transmit the following preambles and resolutions unanimously adopted at a conference held in Washington, D. C., March 4, 5, 1912:

WHEREAS, There is doubt in the minds of the grain and hay growers and dealers as to the application of the Pure Food & Drug Act of June 30th, 1906, to grain and hay in their raw or natural form, and

WHEREAS, The question is now pending before the courts; therefore be it

RESOLVED, That pending the final decision by the courts, we respectfully and earnestly petition The Honorable Secretary of Agriculture to cause an administrative order to issue, suspending further effort towards applying said law, and the rules of the Department to interstate shipments of grain and hay; and, further, pending such suspension, the Department of Agriculture continue its activities in arriving at a proper standardization of grades, and we will pledge for the bodies that we represent our most earnest efforts to have those standards adopted by such bodies.

Respectfully submitted,

GRAIN DEALERS NATIONAL ASS'N.

E. M. Wayne, Pres., Delavan, Ill.; John F. Courcier, Sec'y, Toledo, O.; A. E. Reynolds, Chairman Legislative Committee, Crawfordsville, Ind.; Geo. A. Wells, Member Legislative Committee, Des Moines, Ia.; W. T. Cornelison, Member Legislative Committee, Peoria, Ill.

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F. C. Wallbaum, Pres., Ashland, Ill.; J. A. McCreery, Sec'y, Mason City, Ill.
ILLINOIS GRAIN DEALERS' ASS'N,
Lee G. Metcalf, Pres., Illinois, Ill.; S. W. Strong, Sec'y, Urbana, Ill.
INDIANA GRAIN DEALERS' ASS'N,
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KANSAS CITY BOARD OF TRADE,
Tom F. McLiney, Kansas City, Mo.
LOUISVILLE BOARD OF TRADE,
Alfred Brandeis, Harry H. Bingham, C. M. Bullitt, R. L. Callahan, Louisville, Ky.
MINNEAPOLIS CHAMBER OF COMMERCE,
J. L. McCaull, H. D. McCord, H. F. Douglas, W. P. Devereux, Gustav F. Ewe, Minneapolis, Minn.
MINNESOTA FARMERS' GRAIN DEALERS' ASS'N,
L. A. Smith, Pres., Truman, Minn.
MILWAUKEE CHAMBER OF COMMERCE,
Walter P. Bishop, A. K. Taylor, Milwaukee, Wis.
NATIONAL GRANGE,
Oliver Wilson, Pres., Peoria, Ill.; N. P. Hull, Diamonddale, Mich.
NATIONAL HAY ASSOCIATION,
P. E. Goodrich, Pres., Winchester, Ind.
NEWPORT NEWS CHAMBER OF COMMERCE,
W. S. Upshur, Newport News, Va.
NEW YORK PRODUCE EXCHANGE,
W. J. Brainard, William H. Kemp, Louis E. Leverich, New York, N. Y.
NORFOLK BOARD OF TRADE,
J. H. Cofer, Norfolk, Va.
OHIO GRAIN DEALERS' ASS'N,
E. C. Elkenberry, Pres., Camden, O.; J. W. McCord, Sec'y, Columbus, O.
OMAHA GRAIN EXCHANGE,
E. P. Peck, Omaha, Neb.
PEORIA BOARD OF TRADE,
C. H. Feltman, Pres., Peoria, Ill.
PHILADELPHIA COMMERCIAL EXCHANGE,
James L. King, S. L. McKnight, W. S. Woodward, G. M. Warner, Philadelphia, Pa.
ST. JOSEPH BOARD OF TRADE,
F. R. Warwick, H. G. Krake, St. Joseph, Mo.
ST. LOUIS MERCHANTS' EXCHANGE,
E. M. Flesh, B. H. Lang, St. Louis, Mo.
TOLEDO PRODUCE EXCHANGE,
Henry L. Goemann, E. H. Culver, Toledo, O.
TEXAS GRAIN DEALERS' ASS'N,
G. J. Gibbs, Sec'y, Ft. Worth, Tex.
WESTERN GRAIN DEALERS' ASS'N,
I. L. Patton, Pres., Newton, Iowa; B. A. Lockwood, Des Moines, Iowa.

Tuesday afternoon at 2:30 o'clock the delegates went to the White House by appointment and met President Taft in the East Room. President Wayne of the National Ass'n and A. E. Reynolds of the legislative committee acted as spokesmen. They told the President why they had come to Washington. They emphasized the point that millions of dollars worth of grain and corn were involved in the situation for which they sought a remedy. They showed that farmers, shippers and dealers stood to lose great sums of money if some way were not found to remove the peril which threatened their

business. They told the executive that they thought their business was entitled to full protection by the government and suggested that the operation of the food law should be suspended until its application to the necessities of the situation could be more clearly understood.

They declared that upon the decision which they hoped to get from Cabinet officers and for which some of them had traveled thousands of miles, hung the business interests of a number of the middle western states.

That the President realized the gravity of the situation which they described, was evident from his reply. It is understood that Mr. Taft had been in consultation with Secretary Wilson on the matter in hand and that his speech was along the lines of advice that he received from the Secretary. Mr. Taft also took occasion to point out that he was very anxious for a full measure of prosperity in the country, and he assured his hearers that he would do nothing to injure the interests of business. His address follows:

PRESIDENT TAFT ON THE FOOD AND DRUGS ACT.

Mr. President and Gentlemen:
I am very much obliged to you for your kindly visit and for the more than friendly expressions of the gentlemen who have spoken for you.

You are here to see as to the reasonable, proper and just operation of what, I have no doubt, you recognize as a very important statute, that of the pure food law. Now the difficulty about that law is that it ventures into new territory not heretofore occupied by federal statute, and it must necessarily give a good deal of discretion to the executive officers who are called upon to enforce it, a good deal of executive construction of the act, because they were pioneering, and it must take some years before its full benefit is achieved and before it shall be restrained to its just operation. That is what we are trying to do. We want of course—all of us want that as far as the government properly may, it shall prevent misbranding and injurious adulteration, and the sale and transportation of injurious substances for food; but, on the other hand, we have to be careful and must be careful that we shall not as the executive assume too rigid power which may in the exercise of a discretion destroy a perfectly legitimate business. But it takes time to work out those things, gentlemen.

An executive officer, however much he may assume, does not know it all. He must acquire information from such sources as seem to him the best. Now the best sources from one standpoint are those who are affected by the law, that is from their opportunity of observation. Of course their bias in giving evidence is affected by their interest. But what he has to do is to take evidence where he can weigh it, and finally decide upon the proper operation, subject of course to the subsequent examination and protection of rightful interests by the court.

Now, my friends, you have said something about the quiet of business. I am profoundly affected by that consideration. We can reason as we will about reforms and progress, and everything else, but one of the things we must know and recognize is that prosperity in business lifts all and helps the happiness of all, in the pursuit of which every American citizen is protected by the Constitution. And while we must enforce laws that are ultimately to accomplish a good and healthful purpose, we must be careful not to enact too many laws, and not go into too many things without a certainty that we are going to do good when we thus extend the functions of government.

Now, I want good business; every patriot and every lover of his country wants good business, and I would hate to do anything that should rob the public and the business public of that confidence in the future, without which we cannot have improved business. I want to assure you gentlemen, as representing a great branch of business industry, that so far as lies in my power, business will not be obstructed by any unnecessary interference.

After shaking hands with Mr. Taft the delegates returned to the Willard, where Secretaries Nagel and Wilson,

constituting the Cabinet board of pure food appeals, Secretary MacVeagh, the other member, being out of town, awaited them. Calling the hearing to order, President Wayne began the presentation of the speakers who were to present arguments to the cabinet officers why they should suspend the pure food law for a time.

Mr. J. L. McCaull of Minneapolis went over the grounds in a general way, asking for a suspension of the rulings. He dwelt upon each of the three points at issue, namely, those relating to misbranded grain, heated corn and sulphured oats.

Mr. P. E. Goodrich declared in behalf of the National Hay Ass'n which he said he represented, that he would gladly welcome the adoption by the government of such standards as had been set up by his association.

Mr. G. J. Gibbs of Fort Worth, Tex., pointed out the attitude of Texas buyers. He said that 4,000,000 Texans were in need of hay, corn, oats and wheat, and he hoped that the Department of Agriculture would not prevent these products from coming into his state. He wanted the Bureau of Chemistry rulings suspended and standard grades established.

Mr. Hathaway of Kingsley, Ia., reminded the Secretaries that he represented 50,000 farmers. He emphasized the great loss of money to them that the Wiley rulings would entail.

At this point Secretary Nagel inquired how the grain men had been informed that they were offending against the pure food law. Mr. McCaull replied that they had received information from Dr. Wiley that heated corn was liable to seizure in interstate shipment; as to misbranded grain, they had the Hall-Baker case as a reminder, and the warning in regard to the oats came in the shape of seizures.

Mr. Brandeis of Louisville, stated that heated corn could be fed to cattle successfully. Speaking in behalf of the buyers south of the Ohio river, he declared he hoped higher standards and standardization would soon be a reality.

He said the grades should be so high and the integrity so well preserved that buyers could buy grain with their eyes closed. It appeared to be Mr. Brandeis' idea that there was good ground for the seizure of the grain in the Hall-Baker case, and he cited the alleged evidences of fraud that were developed at the trial.

Mr. S. L. McKnight of Philadelphia, speaking from the standpoint of the exporter, emphasized that climatic conditions must be considered in the standardization. He declared himself in favor of standards. He said he hoped the Department of Agriculture would teach the farmers the necessity of obtaining good quality in their crops as well as quantity. He thought that quality was being sacrificed on the farm for quantity and he asserted that much of the trouble involved in the present situation arose from the carelessness of farmers.

Speaking for the farmers, Mr. F. C. Wallbaum came right back at Mr. McKnight. He described himself as farm-raised and farm-educated. He declared that the farmers of Illinois were striving to produce corn of a high standard and he challenged the statement of Mr. McKnight that the farmer was to blame. He told the Secretaries that the farmers want standard grades established so that they would not have to consult the grain men on this question. He said the Department of Agriculture must protect the farmer and the producer, whether it was neces-

sary to establish a federal inspection system or in some other manner.

This concluded the arguments for the grain men and Secretary Nagel then addressed the gathering. The Secretary had been studying a copy of the pure food law and he had it in his hand when he spoke. He reminded his hearers that what he was about to say was not a decision, but merely his own personal opinion. He said that he was in full sympathy with the objects of the pure food law, but that its operation must not be made to interfere with the rights of commerce. It was only reasonable, he said, that the government was in duty bound to protect the shipper as well as the consumer and the producer.

The Secretary declared he was certain that the law did not apply to natural products. It was not until the human hand entered into the production of foods, in his opinion, that the law was applicable. As the situation appeared to him, he said, shippers of corn seemed to be in danger, of going to the penitentiary for a thing that was really due to climatic conditions. He could not see the connection between the weather and the law. He said he favored standardization, but not under the pure food law.

Secretary Wilson remarked by way of introduction that he was familiar with all the conditions that were complained of. "We must take care of you," he said, at which all his hearers loudly applauded him.

There was plenty of time to put the law into operation he said. It was always a good thing to wait till all the facts were available. He pointed out that Dr. Galloway's study of standardization had not been completed and perhaps would not be completed for a year and a half. Dr. Galloway had said that the matter of putting national standards in force would necessitate an appropriation of \$850,000 a year and the services of 600 employees.

He said that he was unable to give a decision today, that is, a decision suspending the Bureau of Chemistry rulings, as Secretary MacVeagh, the third member of the Cabinet pure food board was out of the city, but he promised that the matter would be attended to just as quickly as possible.

He cheered the grain men up considerably by referring to his suspension of the food law in the sulphured fruit cases in Denver several years ago and said he was ready to follow the same course any time he thot advisable. This was taken as open admission of what he intended to do in the grain cases.

SECY. WILSON ANNOUNCES Suspension of the Law.

Washington, March 6.—Secretary of Agriculture Wilson today supplemented his assurances to the grain dealers that the pure food law would not be enforced against them as had been planned by Dr. Harvey W. Wiley of the Buro of Chem-

istry, with a formal statement given out at the Department as follows:

"The necessary scientific information is not available to enable the Department to judge accurately of the spoilage and grading of hay and grain. In the enforcement of the law it is necessary to have this information. Therefore, I have ordered an investigation to secure this information, and pending the conclusion there will be no prosecutions or seizures. When the investigations are concluded, the result will be announced, and if it is found that the law requires changes in commercial dealings in these commodities, a reasonable time will be given for it."

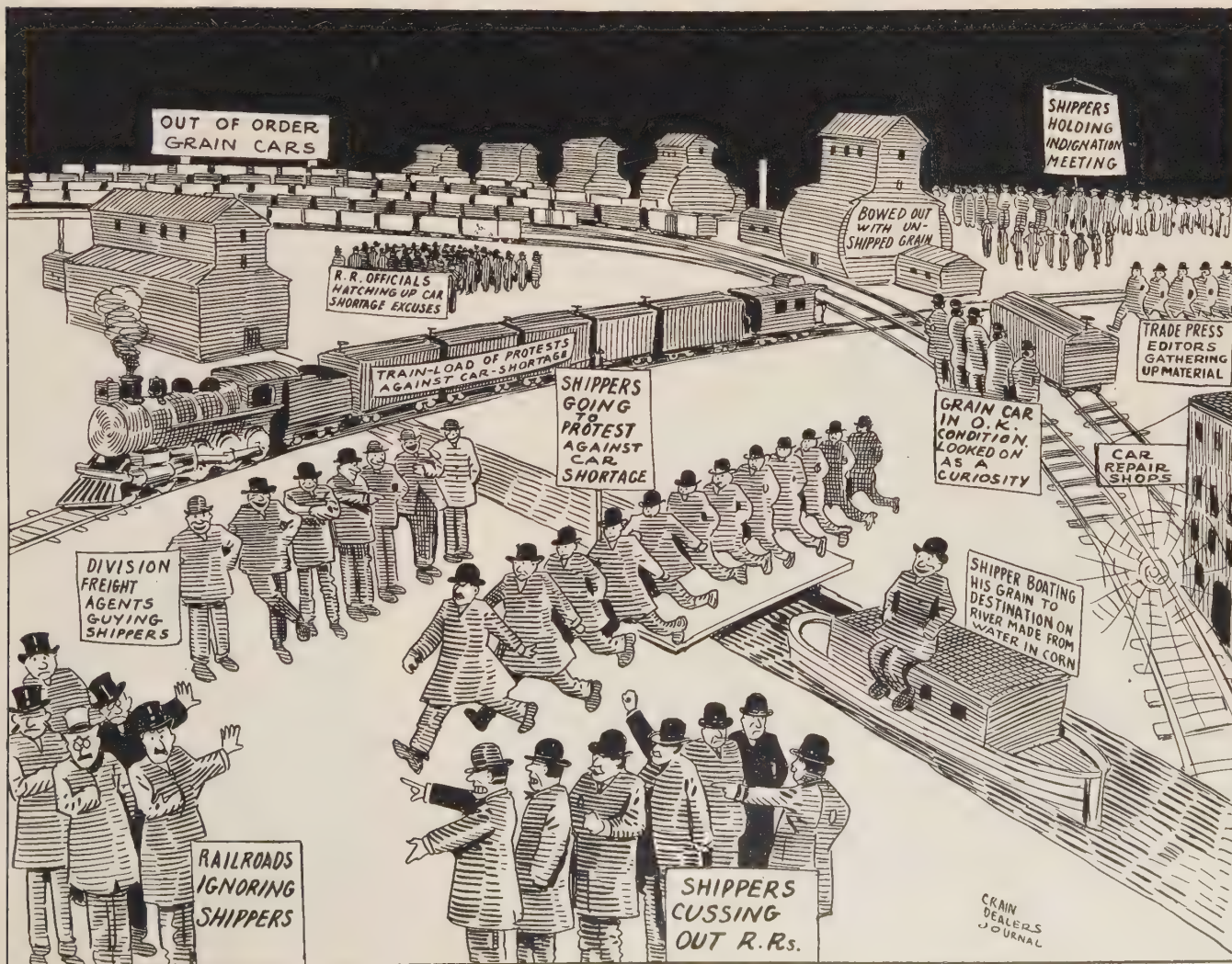
It will be noted that the latter part of the statement plainly indicates the Secretary's purpose to suspend the Wiley rulings for an indefinite period and practically put the question up to Congress should an agitation be started by pure food enthusiasts in behalf of the expert's views and a drastic enforcement of the law.

Geo. B. Laughlin.

I do not see how I could get along without the Grain Dealers Journal.—L. G. Gimer, mgr. New London Farmers Elvtr. Co., New London, Ia.

I consider the Grain Dealers Journal so valuable I would not be without it even if I were not in the grain business.—Logan Hinshaw of Hinshaw & Cox, Winchester, Ind.

The Car Shortage.



LET US SMILE.

The thing that goes the farthest toward making life worth while,
That costs the least and does the most,
is just a pleasant smile;
The smile that bubbles from a heart that loves its fellowmen
Will drive away the clouds of gloom and coax the sun again;
It's full of worth and gladness, too, with manly kindness blent—
It's worth a million dollars, and doesn't cost a cent.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

TELLS WHERE TO GET CANADA FIELD PEAS.

Grain Dealers Journal: I noticed in this column a little while back a letter from a party published here inquiring where he could get Canada field peas. If he will write to any of the Detroit seed houses I think he can get all the information he wants. Julius Loewith, of New York, also makes a specialty of Canadian field peas and will no doubt be glad to give any information about them which he possesses.—B. N.

RAT REMEDIES.

Grain Dealers Journal: With reference to an article of The Uhl-Snyder Milling Co., of Connersville, Ind., on page 267 in the Journal of Febry. 25th. Would advise trying The Deleo Odorless Rat Exterminator, put up by The Beloit Deleo Co., Beloit, Wis., or Stearns' Electric Rat & Roach Paste, put up by The Stearns' Electric Rat & Roach Paste Co., Chicago, Ill.

We have used both of these preparations for exterminating rats and mice with most gratifying results. Another very effective, yet easy way, take a goodly supply of tanglefoot when the weather is above the freezing point, place this on the floor or places frequented by the pests and you might be surprised with the results.—T. J. Cordes, Mgr. The H. A. Hillmer Co., German Valley, Ill.

CANADIAN SURPLUS HEADS FOR U. S.

Grain Dealers Journal: The query in this column of the Jan. 10 issue of the Journal concerning Canada's surplus in relation to the grain trade in the U. S. has aroused my interest. While the question of reciprocity is now a dead one, it is interesting to think what might have been the result had the measure gone into effect. The Canadian Pacific and the Canadian Northern recently made a trifling reduction, a few cents on the bushel, on Canadian grain imported into the United States. Shipments immediately showed an enormous increase,—something like 50 per cent. Most of the grain went to the east. What, now, I ask, you, would have been the result had reciprocity gone into effect? But the trade can rest assured that if the railroads find themselves swamped on account of the lower rates they have given, there will shortly be some new tariffs.—C. C. E.

FERRETS ARE MONEY SAVERS.

Grain Dealers Journal: In regard to the inquiry of last issue regarding the exterminating of mice and rats, will advise that we have found the use of ferrets a sure, sanitary and satisfactory exterminator. Ferrets go to the vermin, whereas the rodent has to go to the trap, thus assuring better and more results. The use of poisons may cause the fouling of grain by the rat dying in it, whereas is the case of the ferret, the animal is carried out. We figure that our two ferrets have saved us 10 times the money we paid for them this fall.—A. R. B. & Co.

SHRINKAGE OF OATS.

Grain Dealers Journal: In reply to query regarding the shrinkage of oats, authorities agree that the difference in the weight of a carload or bin full of oats between the time of loading and time of unloading depends on the condition of the oats when taken in and the weather thereafter. Very dry clean oats stored in August may increase slightly in weight during the winter. Usually the weight decreases during storage, especially if the stored oats contain much dirt, which blows away in rehandling. New oats are sometimes so dry they do not shrink in shipment. Dry oats may gain weight in the car during transit in wet weather, only to lose the gain after storing in the elevator at market.

Any grain that is in heating condition will lose weight; but dry grain in a tight car should weigh out practically the same weight as loaded. Losses of oats in transit are due to leakage out of the car on account of poor conditions of the car or negligence in stopping up holes.—D. K.

HOW TO COLLECT FOR DELAY AND LOSS?

Editor Grain Dealers Journal: We have filed several claims on the R. R. Co. for damages on grain account delay in transit and same have been turned down for the following reasons:

"We find no unnecessary delay in the shipment, and any way we do not guarantee any specified time and that the condition on arrival was not fault of the carrier."

We have an elevator at Bowersville, O., equipped with a Fairbanks Hopper Scale 6 tons capacity. Last summer we shipped several cars of wheat to New York City and the weights were mostly all right. However on three of the cars the outturn was short about 20 bushels on the average we filed claim on the freight line and same was declined by saying no evidence of leaking in transit and the difference in weight could be accounted for by different modes of weighing or by scale variation.

Please let us know what to do in such cases as these and greatly oblige.—Very truly, The Xenia Grain Co., per O. H. Little, V.-Pres., Xenia, O.

Ans.—It does not matter what the decision of the railroad company is regarding unnecessary delay. If you can prove that the delay was unusual, and that the damage to your grain resulted from the delay in transit, then you can readily obtain damages, but be sure that you can prove each step of your case.

Some dealers have even obtained damages because the railroad company failed to supply cars, and the market declined before they could deliver their grain.

As to leakage, that is a very easy matter if you have the proof that the grain

was loaded into the car and a certificate of weight to the effect that it was not delivered at destination. Then it remains for the railroad company to prove the scales wrong or settle. The common law and the statutes of many states require railroad companies to deliver at destination what they receive for shipment or pay for the loss.—Ed.

CARRIER LIABLE FOR FAILURE TO FURNISH CARS.

Grain Dealers Journal: Has there ever been a decision in the United States Supreme Court against the railroad company for damages owing to their failure to furnish the shipper with cars?—Pierce Grain & Hay Co., Van Wert, O.

Ans.: Such cases in the United States court have been rare and there have been none in the last year or two, for the reason that the carrier, on losing the case in the state court has not appealed to the United States court, being satisfied to pay the shipper according to the decision of the state courts.

Under the common law the railroad company is liable in damages in every state; and in states prescribing penalties or reciprocal demurrage the carrier has the additional liability imposed by the state reciprocal demurrage statutes.

The bare fact that cars were ordered and not furnished will not sustain a shipper's suit for damages; as the court will inquire into whether mitigating circumstances excused the carrier's failure to furnish the cars.

The Supreme Courts of many states have passed upon this question, as shown by the following decisions, republished from the "Supreme Court Decisions" column of the Grain Dealers Journal:

Failure to Furnish Cars.—Damages from breach of a carrier's express contract to furnish cars at a specified time are recoverable in an action on the contract; but, in the absence of an express contract the proposing shipper has no action save for a breach of the carrier's general common law duty to furnish cars within a reasonable time.—*Central of Georgia Ry. Co. v. Sigma Lumber Co.* Supreme Court of Alabama. 54 South. 205.

Duty to Supply Cars.—A common carrier is under a legal duty to supply patrons with cars to promptly move such freight as may be expected according to the usual volume of business offered for shipment, and if timely demands are made for cars, and the carrier fails to furnish them, without lawful excuse, he is answerable for the proximate damage sustained by the shipper.—*Cronan v. St. Louis & S. F. R. Co.* Springfield Court of Appeals, Missouri. 130 S. W. 437.

Exemplary Damages for Discrimination in Furnishing Cars.—In an action against a railroad company for damages caused by discrimination in furnishing cars, allegations that the defendant's acts were maliciously done and amounted to gross negligence by it toward the plaintiff, and had greatly oppressed and injured him as alleged, for which plaintiff prayed exemplary damages in the sum stated, were sufficient to support a recovery of exemplary damages.—*Waugh v. Gulf, C. & S. F. R. Co.* Court of Civil Appeals of Texas, 131 S. W. 843.

Failure to Furnish Cars.—If the defendant engaged to deliver to the plaintiff at a certain place two cars, as alleged by the plaintiff, and did not so deliver them by reason of a shortage in the cars at the time, whether the fact of such shortage was known to the plaintiff or not, this would not relieve the defendant from the performance of its contract. In such case the plaintiff would be entitled to recover such a sum as would compensate him for the loss or damage which he sustained by reason of the failure of the defendant to perform his engagement with him.—Wil-

liams v. Armour Car Lines. Superior Court of Delaware. 79 Atl. 919.

Contract to Furnish Cars.—Action to recover damages for breach of an alleged time for the shipment over its line. Verdict for plaintiffs. Held, that such a contract need not be in writing. A request by the plaintiffs that the defendant furnish the cars for its shipment over its line carried with it by implication an understanding on their part so to use the cars if the request be complied with, and furnishes a sufficient consideration for the defendant's promise to furnish the cars.—*Pope v. Wisconsin Cent. Ry. Co.* Supreme Court of Minnesota. 127 N. W. 436.

Failure to Furnish Cars.—An extraordinary increase of business, which could not have been anticipated by diligence, and which prevents a railroad from furnishing cars, is a good defense to an action for its failure to furnish the cars; and where a carrier is reasonably equipped for ordinary conditions of business, the fact of an unusual and unexpected pressure of business will excuse the delay, provided the shipper is notified of the fact at the time of the shipment; but such fact is no excuse when the carrier, with full knowledge of it, accepts goods for transportation without informing the shipper of the true situation.—*Dillender v. St. Louis & S. F. R. Co.* Springfield Court of Appeals, Missouri. 130 S. W. 107.

Duty to Furnish Cars.—Mere proof that there is a strike on a railroad is no defense to an action for failure to furnish cars on demand, since strikes may include only an insignificant number of employees or those engaged in some department in no substantial way interfering with the furnishing of cars or upon the happening of a strike, the company may without sufficient effort, fail to conduct its business, but if a strike is of such magnitude and character as to

render the company unable, by the use of proper effort, to furnish cars on demand, it will be a good defense to a suit under Railroad Commission Storage Rule No. 9, prescribing a penalty for failure of a railroad company to furnish cars after written application therefor.—*Southern Ry. Co. v. Atlanta Sand and Supply Co.* Supreme Court of Georgia. 68 S. E. 807.

REMEDY FOR SCOOPER WANTED.

Grain Dealers' Journal: A banker of Julian, Neb., I think his name is Meznet, does not seem to be satisfied with the banking business, so he is scooping grain on the side, and shipping it to feeders at this station. For the life of me, I cannot understand how a banker, of all men, can dip into the grain business without fear of destroying forever his chances of getting patronage from the grain shippers at his own and nearby stations. If anyone can point out a way to induce this banker to confine his efforts to his own line of business they will confer a great favor on a grain dealer who believes in every merchant sticking to his own line of trade. Hoping for some practical suggestion, I am, Kansas.

Hay shipments are subject to seizure under the interpretation placed upon the pure food and drugs act by the Bureau of Chemistry. A shipment of hay from Nebraska to Georgia was seized in January on the ground that it contained "decomposed vegetable substances, to wit, musty, mouldy and decomposed alfalfa." Hay was destroyed following analysis.

Temperature testing of grain in transit will be carried on aboard the British steamer *Lorca*, which cleared from Baltimore for Rotterdam Mar. 1 with 260,000 bus. of corn in the hold. An expert from other grain standardization dept of the U. S. Dep't of Agri. is in charge of the experimenting, which will be conducted by means of daily readings taken from thermometers placed in various parts of the hold and connected by means of wires with an electric indicator on the deck.

AN EXPENSIVE DISPOSAL of Waste.

In nearly every line of business the effort today is to utilize all waste products. However, the country elevator man of the corn surplus sections has made no progress along this line. In many places are large brick and tile cob burners, built and maintained at great expense, which are designed and used solely for the purpose of disposing of cobs which the farmer cannot be induced to haul away.

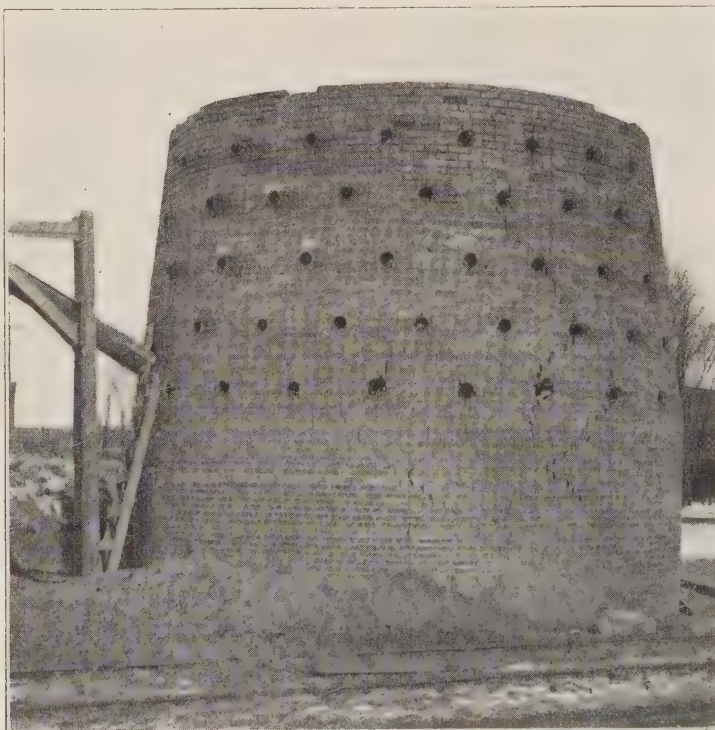
Illustrated herewith is a cob burner located at Pawnee, Ill., adjoining the elevator of Twist Bros. The cob burner is 20 ft. 7 inches in diameter at the base, its walls being 2 ft. thick and 20 ft. high, and perforated at frequent intervals with large drain tile, to permit ventilation and prevent rapid disintegration of the walls. The cob spout leading from cupola to burner is 75 ft. long, and delivers the cobs either to the wagon or to a 10 ft. cob burner spout, which drops the cobs into the burner.

The purpose of this burner is to dispose of the cobs without fear of setting fire to adjoining property. The burner is so deep the wind can have little effect on the cobs burning at the bottom. A number of different burners have been designed at different times, but none have proved more practical or durable than the design shown herewith. If the many different agencies now striving to devise some use for the cobs burned and wasted, continue to apply themselves to the task, the cob burner will soon be discarded.

REFUSING to arbitrate because the plaintiff has no just cause for complaint, is an untenable position. The defendant who really believes plaintiff has no claim against him, should be the quickest to agree to arbitrate, because he should expect the arbiters to agree with him in upholding his position. The man who refuses to arbitrate occupies an indefensible position.



Looking Down on Twist Bros.' Cob Burner from Cupola of Elevator.



Twist Bros.' Cob Burner at Pawnee, Ill.

Letters

From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

WILL ESTABLISH INSPECTION AT COLORADO POINTS.

Grain Dealers Journal: A committee from the Colorado Grain Dealers Ass'n, consisting of H. H. Seldomridge, President, A. McClelland, Vice-Pres., John Barr of the Ayres Merc. Co., and T. F. Savage of the Hungarian M. & E. Co., recently visited Omaha to confer with a committee representing the Omaha Exchange regarding the establishment of a grain inspection and weighing department at Colorado terminal points.

The conference was most satisfactory in every way and will result in a better understanding between the Colorado dealers and those in the grain shipping states.

Plans are now under consideration looking to the establishment of a thoroly up-to-date inspection system at Colorado terminal points. It will be a matter of some weeks to work out the details, but there is no question but what the business will be placed on a better basis, and the trade at large will be greatly benefited.—Yours truly, H. H. Seldomridge, Colorado Springs, Colo.

RAILROAD MUST PAY FOR GRAIN DOORS.

Grain Dealers Journal: In reply to Halstead Bros. and T. R. Landrum, who inquire in the last number of the Journal, page 267, whether the railroad can be compelled to pay for grain doors, and whether our suit against the Lehigh Valley Railroad to recover for grain door lumber, reported in full in the Grain Dealers Journal for Jan. 25, page 110-111, covers interstate shipments we are pleased to inform them that our case applies to interstate shipments as well as intrastate shipments.

This action was brought at common law in the supreme court of this judicial district, and upon the termination of the evidence given by ourselves in the matter, and after an application by the defendant's counsel that the case be dismissed, the court denied the motion and granted a motion of our counsel that judgment for the amount and interest that we asked, be given upon the evidence as already presented and the law in the case. This motion was granted, and the case of course did not go to the jury. From this decision, which was rendered by Justice Benton in the fourth judicial district in the February term of 1911, the Lehigh Valley R. R. Co. appealed to the appellate division. The evidence was reviewed by them, the case argued, and the court affirmed the decision of Justice Benton, three members of the court holding that we were entitled to recover on all shipments, while two members of the court dissented only on the question of those shipments which were interstate.

We might, however, say that this case has now been appealed by the L. V. R. R. Co. to our Court of Appeals, which is

the highest court of jurisdiction in our state. They, however, then might appeal to the United States Supreme Court, and the case will probably go there before it is terminated.

This has been a hard fight and it was done by the writer upon the theory that the railroad companies of this section were not conforming to the law, not only the Public Service corporation law of our state, but also the Interstate Commerce Act. Our belief is that this law compels them to furnish a *suitable car within a reasonable time*. Upon the grounds that they did not furnish a suitable car, and refusing to furnish lumber to equip it and make it suitable (as they had done for a number of years previous), we equipped the cars ourselves, and kept an account of the money which was expended for this purpose, and at the end of the year rendered our claim, which they refused. Then we brought action upon their refusal to pay, with the success as above stated.

As before stated, it has been a hard fight, and will continue to be a hard fight, for the railroad companies can afford to fight it and defeat it in any manner possible, for it means a great deal to them, and equally as much to every shipper, no matter whether it may be ourselves, or those who do much more business in our same line, or even to an individual who ships only one car load of grain.

We are glad to know western grain shippers are interested in this matter.—Leslie G. Loomis, of L. G. Loomis & Son, Victor, N. Y.

CHIEF INSPECTOR COWEN'S VIEWS OF THE MOISTURE TEST.

Grain Dealers Journal: Replying to a resolution passed by the Receiver's Ass'n of the Chicago Board of Trade, Jan. 30th, 1912, I will say:

(Sec. 1.) Is correct.

(Secs. 2 and 3.) The Illinois State Grain Inspection Department does not by actual test determine the moisture content of each and every car of corn before grading, for the reason the approximate moisture content of at least 80% of the receipts is so readily determined through the sense of feeling to the hand there is no uncertainty as to the proper grade so far as moisture content is concerned. It is only when the Inspector is in doubt as to the moisture content it is really necessary to apply the test. In such cases the sample is subjected to a careful test and graded accordingly; hence no rule is violated or rights lost by the omission of work altogether unnecessary. The criticism is purely technical.

The deposit of One Dollar for re-inspection was decided upon to protect the Department from an avalanche of demands for the moisture test made by parties apparently lacking in judgment as to moisture content. Immediately upon the application of the rule requiring the deposit of One Dollar, the demands for moisture tests were reduced to the legitimate necessities of the trade. An opinion not sufficiently strong to justify the deposit of One Dollar with positive assurance that it will be returned if sustained, is surely very weak. The deposit is required for one purpose only and that to protect the Department from unreasonable demands. If it were not for this no deposit would be required.

(Sec. 4.) The Inspection fee was advanced from 35 cents to 50 cents per car, previous to the introduction of the moisture test on corn, therefore, it has

no application to the question now in controversy. The present system is more expensive to operate; hence the necessity of an increase in the fee.

This increase, however, is more apparent than real, the average contents per car of all kinds of grain received having increased from 829 bus. in 1896, to 1330 bus. in 1911, making the actual cost of inspection per bushel (taking into consideration the increased capacity of cars) less than previous to the advance. The fee is not paid by the receivers of grain, but by the shippers.

Previous to the advance in fees the receivers were paying from 20 cents to 30 cents per car to parties designated as "Receivers' Agents," for delivering samples of grain upon the exchange floor of the Board of Trade. The collecting of samples by the receivers' agents was presumably a check on the work of the Inspection Department. This, however, was only an appearance as the samples as a rule were given to the receivers' agents by the Grain Inspectors, the receivers' agents making no particular effort themselves and were, generally speaking, simply messengers delivering samples given to them by the grain inspectors and in no manner a check on the inspectors' work. This was one of the many objections to the system of inspection during previous years. Since the change in fee this Department has delivered official samples upon the exchange floor of the Board of Trade free of charge, saving to the receivers of grain approximately \$75,000.00 annually, previously paid to the receivers' agents.

As to accuracy of samples, this Department makes every possible exertion to obtain accurate samples from every car, contending continually with many difficulties. One of the greatest being the over-loading of cars, rendering it impossible for a sampler to enter the car and use his trier properly. So long as cars are so heavily loaded, errors from this cause will unavoidably occur.

The present system of inspection is charged with being "*low in efficiency as far as corn inspection is concerned*." In reply will say the Board of Trade Sampling Department has taken upon itself the testing of corn for moisture, rendering reports of such results as it may obtain, these reports are being accepted and adjustments and settlements made with shippers accordingly. Many times this Department in conjunction with the Grain Standardization Department of the United States has checked the work of the Board of Trade Sampling Department, finding frequent evidences of apparent error. WHY the test made by the Board of Trade Sampling Department should be accepted rather than those of the State Inspection Department and the Grain Standardization Department of the United States, it is hard to understand; and WHY shippers of grain permit settlements to be made based on moisture tests that are in no way official is equally difficult to comprehend. There is only one official inspection and moisture test of grain in Illinois, to-wit, the State Grain Inspection Department. This Department is equipped with the very best facilities and competent operators. Shippers of grain are entitled to demand official rather than non-official tests in making settlement when so desired.

(Sec. 5.) The present system of inspection is termed "*Vicious and used for the sole purpose of beating down the grade of corn coming into Chicago*." I do not hesitate to assert this to be a

vicious, unwarranted misstatement of facts. It has been my only ambition as Chief Grain Inspector to develop and render an inspection absolutely fair to all concerned. In doing this I have been frequently charged with showing partiality to the incoming grain. This insinuation is another grave injustice to myself and the Department.

WHEN the question of moisture content was brot before the Railroad and Warehouse Commission by the Illinois Grain Dealer's Ass'n for final adjustment it was the receivers of grain who stood like a "stone wall" and insisted upon a "dead line" maximum of 19.25 percent moisture in corn. I did everything in my power to have the word "approximately" inserted in the rules, thus allowing the exercise of judgment and all other conditions taken into consideration. My efforts were unavailing.

If any corn has been diverted (which in my opinion has not) from Chicago or any monetary loss to the patrons of the Chicago market on account of the moisture test, it must be charged to the influence exerted by parties who insisted upon an "iron clad" maximum of 19.25 percent moisture and not to the work of the Inspection Department. Many times I have been assured by the most active and representative men in the grain trade that the present system of inspecting is in every way far superior to that of former periods. This being the case, I shall be very slow in believing for one moment that the resolutions to which this is my reply represent the consensus of opinion of the best men in the grain trade, but rather the foes of honest efforts to give all interested the best inspection possible.

I am in all good conscience endeavoring to follow the rules promulgated by the Railroad and Warehouse Commission with the approval of the Board of Trade Grain Committee. If there exists any good reason for so doing, the rules should be changed. Until such time let unjust criticism cease and all work together for the improvement and upbuilding of the difficult work of inspection, rather than endeavor to tear down and destroy the results of honest effort. It is easy to destroy but difficult to formulate and build.

OFFICIAL STATEMENT.

Total cars of CORN received at Chicago during three consecutive fiscal years.

	1908-09.	1909-10.	1910-11.
Cars	74,580	80,444	94,270

Total cars of CORN received at Chicago during the months of November, December, January and February (moisture test months) for four consecutive seasons.

	1908-09.	1909-10.	1910-11.	1911-12.
Nov.	4,752	5,073	6,468	6,210
Dec.	10,095	8,735	11,855	7,016
Jan.	6,882	7,800	10,307	*10,835
Feb.	6,882	10,158	8,899	*11,547

Note increase of 3,176 cars in combined receipts January and February, 1912, as compared with combined receipts of the same two months in 1911, a season in which was grown the largest crop of corn in the history of the country.

*The receipts for January and February, 1912 (small crop), exceed those of any previous two months on record.

These official figures successfully controvert the assertion that thousands of cars of corn have been diverted to other markets this year, but rather show a marked increase in the receipts of corn over any previous year, the shortage of the present crop being taken into consideration.

The Railroad and Warehouse Commission have withdrawn the charge of One Dollar covering the moisture test on corn.—Respectfully, W. A. Cowen, Chief Grain Inspector, Chicago.

THE FUTURE OF THE GRAIN TRADE.

[From an Address by F. A. Derby, Sabetha, Kan.]

The nature of the property of the Grain Man is such that so far as revenue is concerned without a business head to manage it, it is valueless. There are many causes that may make us run on an expense for a time, and depreciate the value of our property even when the best of judgment is used. If your corn is a half crop you have nothing to handle, as always the home demands are met first, and it is from the surplus that you have the chance to make your profits.

Did you ever travel one of our older lines of Kansas railroads and notice the abandoned or closed elevators? And why closed? We may build an elevator in a community where the prospects look good, and in a few years the farmers all take to cattle raising, so that every bit of the corn is consumed and there is nothing to ship; or if in a wheat country, alfalfa and cattle raising may so decrease the acreage of wheat that an elevator is an expense rather than a source of income. Too many elevators for the amount of business at a given point are often the cause of a depreciation of elevator property.

A point that could not show shipments of at least one hundred and thirty cars per year over a period of ten years should not be considered a place for more than one elevator. Unreasonable competition drives the profits so far away that a grain business may become a losing proposition, tho the volume of business would promise a good profit. This might lead to the discussion of what was a reasonable profit, or margin upon which to buy grain, but this question has been before us so many times that we will not mention it further as it has been decided that we do not get what figures show we get, should have, or what some people say we get.

In looking at the Grain Men as a class we would like to call your attention to them collectively as compared with the dealers ten or fifteen years ago. Also speak to your acquaintances here in Kansas City and ask them what is their opinion of them as a class or individually as compared with a decade ago, and why are they generally speaking different? They have been brot to realize that to make a success of their business, business principles must be applied. Organization has done its part in the way of eliminating evils, correcting abuses and bringing about a better understanding among dealers.

What did dealers in business previous to 1900 consider a fair average loss account of shrinkage? If at that time you could say that losses were not more than ten to fifteen bushels to the thousand for the year you were well pleased. At the present time we have brot our losses to less than one-half of one per cent shrinkage for the year's business. This we have done by agitating the terminal weighing facilities, and correcting the many faults that existed there, by compelling the railroad companies to furnish us better equipment, and pay for all grain lost in transit, by being better equipped ourselves with handling and weighing facilities. Let us not think that we have made all the improvement in the other fellow. From what I see of elevators and customs still in existence I know that there is room for improvement in the country. I would not here forget to mention that the mere fact that there is an organization which looks after the dealers' interests collectively or individually has saved all of us many dollars.

Some of the old ways of getting the farmer to sell you his grain in preference to your competitor are still in existence, but not many. Do we advance money all summer on the crop we expect to buy in the fall? Not much.

Do we store grain for the farmer until he is ready to sell? Very little these days. We have been brot to see the error of our way along these lines.

Now in what ways can our business be made more permanent and more promising of an income for years to come? The physical condition of our property will have a great deal to do with this as there is as much room for improvement in the next decade as has been made in the past. It seems that in a great many places there has come to us and at a big price, too, an elevator on the plan of a barn, or built out of a mill, or ware-room or perchance a corn-crib. These have been improved and rebuilt, but most of them are not elevators yet. We have made the best of them as it seemed they would answer the purpose for a time.

The time will come when our elevators must be built on business principles. Cheapness of operation must be considered first,

as when the rushes come we must be able to handle the grain speedily and conveniently, and during the dull season we must look out for expenses, and not be compelled to keep unnecessary help.

Weighing facilities must be closely studied as what the dealer ships is as important to know as what he buys. For the country elevator the automatic scale is the coming scale.

The cleaning and caring of grain you buy will require your attention, and wise men's opinions differ here, but they all say that if the grain is poor, do not pay as much for it as if it were good. Tho many of our dealers do, thinking they can mix out the grain and make it grade in that way. It is good business, to pay more for dry, well cleaned corn, than it is for wet dirty corn, tho perhaps you can make it all go out a No. 3 corn. This we are sure does not encourage the farmer to raise good corn, or to take the proper care of it, as he sees the slovenly farmer get just the same as he.

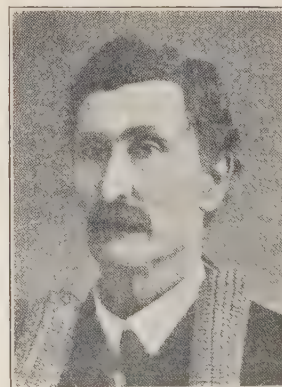
The grain man of the future we think will be paid if he interests himself in encouraging the farmer of his community to plant better seed, and adopt the most progressive methods of farming. As sure then as there will always be grain to transport from one community to another from the rural districts to the cities, form the communities that are blest with a full harvest to the ones that are drouth stricken, so sure will there always be a place for our business. Then let us lay well the foundation that will build up the grain business of the future. Our grain trade rules must be reasonable and fair, our organization must be kept to the highest degree of efficiency, and integrity, as its influence will be extended or retarded according as to just how our organization is regarded.

SENTENCED FOR CONSPIRACY to Burn Elevator.

A. C. Croft of Moulton, Ia., was sentenced yesterday to the penitentiary at Ft. Madison, for a period of three years, having pleaded guilty of conspiracy to burn his elevator, which was destroyed August 18, 1911, with a loss of \$7,500.

Three indictments were returned by the grand jury last fall, upon evidence furnished by Deputy State Fire Marshal Tracy and detectives of the Wabash Railroad, against Croft and Wm. and James Herndon, who were charged with aiding him to destroy the elevator and to remove grain from it before the fire, altho a claim for insurance on the grain, including a quantity of timothy seed, was filed with the insurance companies by Croft. It was alleged that the timothy seed was sold to a dealer in another town at less than the market price in order to get rid of it quickly.

Croft had placed \$9,200 insurance on the elevator, and \$7,200 on the grain a few days before the fire. The Herndon Bros. were tried first, and after a trial lasting 14 days pleaded guilty and received a three year sentence in the penitentiary. Croft followed suit when his trial was called. This is the first suit to be tried under the recently created state fire marshal's department, and speaks well for the law and the marshal.



A. C. Croft, Moulton, Ia.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Winnipeg, Man., Feb. 22.—Wheat inspected to date in Manitoba, Saskatchewan and Alberta, 91,519,000 bus.; in transit not inspected, 3,600,000; in store at country points, 21,000,000; required for country mills, 6,000,000; required for feed and seed, 24,000,000; in farmers' hands to market, 33,000,000; total, 179,118,000 bus. Oats inspected to date, 23,373,000 bus.; in store at country points, 7,200,000 bus.; in farmers' hands to market, 21,500,000 bus. Barley inspected to date, 4,056,000 bus.; in farmers' hands to market, 2,000,000 bus. Our reports indicate about 10,000,000 bus. of grain yet to thresh and that less than 30% of the fall plowing was done.—Frank O. Fowler, sec'y-treas. Northwest Grain Dealers' Ass'n.

COLORADO.

Fleming, Colo., Mar. 2.—Crop prospects good in this locality.—Albert Worthley, mgr. O. L. Mitten Grain Co.

IDAHO.

Idaho Falls, Ida., Feb. 26.—Crop conditions are excellent; have had bountiful snows; winter wheat in fine condition. Farmers will begin spring plowing in about two weeks.—W. L. Shattuck, Farmers Cooperative Ass'n.

Grangeville, Ida.—Our crop prospects are good. Fall wheat and barley wintered well. Plenty of moisture in the ground and spring work is about to begin. As the fall crop acreage is small compared with that of the previous year, the acreage sown to spring grain will be much larger.—J. C. Bibb, agt. Kerr, Gifford & Co.

INDIANA.

Tipton, Ind., Mar. 5.—Wheat looking good, acreage fully as large as last year, scarcely any wheat in farmers' hands.—W. H. Yountz.

Tipton, Ind., Mar. 5.—Corn crop average 30 bus. per acre, poor quality, grades No. 4 mostly, lots of soft corn, no corn will come to market.—A. L. Finley, mgr. Tipton Elvtr.

Shelbyville, Ind., Mar. 7.—Buyers complain that much corn is damp and musty, not having dried sufficiently before it was gathered. Many farmers in Shelby County are holding corn for 85c.—F.

Le Roy, Ind., Mar. 2.—We have had a large movement of corn in the last two months, but the rush is over and it is now coming in slowly. A very cold winter and feeding has been heavy.—Love Bros.

Brookston, Ind., Mar. 7.—Wheat looks dead as a total failure, but it may come out. Little corn and oats in farmers' hands. Corn is grading No. 4. The usual acreage will be put into oats or corn.—W. C. Halstead.

Elkhart, Ind., Mar. 7.—Farmers in Clinton Twp., Elkhart County, report the late sown wheat much injured. It did not get sufficient growth to withstand the unusually cold weather. That sown early is in much better condition, being well rooted.—F.

IOWA.

Dawson, Ia., Mar. 1.—Condition of winter wheat good.—R. S. Witter.

Merrill, Ia., Mar. 2.—Roads are getting soft so little grain is moving. About two-thirds of the grain is marketed.—F. A. Nickel, agt. Golden West Grain Co.

Winfield, Ia., Mar. 8.—Fifty per cent of corn moved and probably 75% of oats. Corn marketed in better condition than for several years past.—E. T. Van Dyke.

KANSAS.

Gerlane, Kan., Mar. 2.—We have excellent prospects for a bumper wheat crop.—Clarence Martin.

Leavenworth, Kan., Mar. 1.—The wheat crop is in good condition and prospects very favorable, acreage same as usual. Corn crop poor and wormy.—H. M. Springer of the Wilson-Legler Hay & Grain Co.

Bentley, Kan., Mar. 2.—We had the worst snow storm in years, Feb. 25, about 14 inches with bad drifts, and 6 inches today. Railroads blocked with snow and cars scarce. Weather warm. Growing wheat in good shape. Old wheat all gone. About 10% of the corn yet in farmers' cribs.—J. A. Armour.

Raymond, Kan., Mar. 6.—Old crop nearly all in; about three car loads yet to move, tributary here. Growing crop not so bad as reported earlier. Some was killed last fall by dry weather and high winds; but some the farmers thought gone, they now tell us is in fairly good condition. Wheat was covered with snow most of the winter.—G. G. Mowrey, Raymond Grain & Supply Co.

MICHIGAN.

Lansing, Mich., Mar. 1.—In reply to the question, "Has wheat suffered injury during February from any cause?" 63 correspondents in the southern counties answer "yes" and 251 "no;" in central counties, 13 "yes," 137 "no;" in northern, 9 "yes," 137 "no;" and in the upper peninsula, 28 "no." Snow protected wheat 23 days; average depth in the state, 10.13 in. Wheat marketed by farmers in February aggregated 553,691 bus.

MINNESOTA.

Faribault, Minn., Mar. 1.—Elvtrs. experienced rush in January and February, on account of good sleighing nearly all grain marketed. Oats light; barley medium; wheat good average crop. Indications point to larger acreages in barley and corn this year.—Farmers Seed & Nursery Co.

MISSOURI.

Warrensburg, Mo., Mar. 1.—Outlook for wheat crop very favorable; acreage as usual.—Jesse J. Culp.

Warrensburg, Mo., Mar. 2.—Corn crop good, very little to ship, if any; may ship in some corn.—E. B. Stockton, Stockton & Lampkin.

Hermann, Mo., Mar. 8.—Growing wheat in fair condition; early sown in better condition; same acreage as last year.—A. G. Naegelin, mgr. Farmers Grain Elvtr. Co.

Washington, Mo., Mar. 8.—Wheat looking fairly good, some of the late sown is damaged, acreage is 10% larger than last year.—Emil Backer, Washington Flour Mills Co.

Fairfax, Mo., Mar. 7.—Over 100,000 bus. of corn still to be marketed; prospect for wheat very good; largest wheat acreage in the history of this elvtr.—J. O. McClintock.

St. Peters, Mo., Mar. 6.—Grain moving slowly; still some wheat in farmers' hands; prospect for next wheat crop doubtful, but do not think same hurt very badly.—N. F. Schneider.

California, Mo., Mar. 6.—Late wheat reported in poor condition; early sown looking fine; acreage is 20% larger than last year; scarcely any wheat in farmers' hands.—Geo. Cavers.

Knob Noster, Mo., Mar. 4.—Growing wheat in good condition; acreage about the same as usual. Corn crop very poor this year; light acreage.—Ed. S. Harte, sec'y Acme Mlg. Co.

Holden, Mo., Mar. 2.—Wheat prospects very favorable; fine condition; 25% more sown than last year; about 10% still in farmers' hands.—T. J. Halsey, sec'y-treas. Holden Mlg. & Elvtr. Co.

New Haven, Mo., Mar. 8.—Wheat crop in fair condition, some of it damaged by frost, acreage is the same as usual, considerable wheat back in farmers' hands.—Geo. Wolff, Jr., of Wolff Mlg. Co.

Bonnotts Mill, Mo., Mar. 7.—Growing wheat fairly good; some of the late wheat damaged by frost and dry weather early in season; acreage is 10% larger than last year.—Alex Verdort, Alex Verdort & Co.

Berger, Mo., Mar. 8.—Fully 50% of the wheat damaged by freezing weather, and at the present time we look for 50% of a wheat crop, acreage in the same as last year.—J. E. Stock, mgr. Daniel Haid, Jr., Elvtr.

Sedalia, Mo., Mar. 4.—Wheat crop damaged 25% by cold weather; some of the ground looks barren; acreage is fully 15% less than last year on account of weather conditions.—A. C. Harter, pres. Sedalia Mlg. Co.

Jefferson City, Mo., Mar. 6.—Early wheat reported in good condition; late wheat is not so good; 10% more wheat sown than last year; fully 25% of the wheat in farmers' hands.—Henry J. Dulle, Pres. G. H. Dulle Mlg. Co.

Pleasant Hill, Mo., Mar. 2.—Prospect fully as good as last year; according to reports some wheat is frozen; 25% larger acreage than last year; 10% of the wheat still in farmers' hands.—R. T. Hunt, Hunt Bros. Mlg. Co.

La Monte, Mo., Mar. 4.—Corn 30% of a crop; quality fair; much rotten and wormy. Growing wheat looking good, same acreage as last year, 5% of the wheat still in farmers' hands.—P. L. Wensell, mgr. La Monte Mlg. & Grain Co.

Syracuse, Mo., Mar. 5.—Corn 10 bus. per acre; poor quality. We are shipping in corn. Wheat looking fairly good; some of the early sown is reported dead on account of frost; 10% more wheat sown than last year.—Wohlbeck & Ellis.

Centertown, Mo., Mar. 6.—Early wheat looking fine, but late not so good on account of dry weather; 33½% more wheat sown than last year; practically all the wheat has been marketed.—K. I. Mahan, mgr. Mahan Mlg. & Elvtr. Co.

Kansas City, Mo., Mar. 1.—In hard winter territory there is an abundance of moisture and in the extreme western parts of Kansas, Nebraska and Oklahoma prospects were never better. Receipts very light account of heavy snow storm.—G. A. Moore, Moore-Lawlers Grain Co.

Chamois, Mo., Mar. 7.—Some of late wheat in poor condition on account of frost; early wheat in good condition; 10% more wheat sown this season than last; possibly 7% of the wheat still in farmers' hands. Corn poor quality but yield is fairly good; 75% of the corn to be marketed.—L. J. Martens, mgr. Chamois Mlg. Co.

NEBRASKA.

Houston, Neb., Mar. 5.—Winter wheat in good condition; no corn testing better than No. 4.—Marion Kent, agt. Updike Grain Co.

Ellis, Neb., Mar. 4.—Southeast Nebraska has about 1 ft. of snow on top of a big drifting snow; this will make bad roads and stop the light movement of grain for several weeks.—H. E. Foster, agt. Wright-Leet Grain Co.

Thurston, Neb., Feb. 23.—About ½ crop of wheat and oats but in spite of extreme drought almost a full crop of corn; bulk of corn marketed; a few holdings for summer. Very little winter wheat planted; too early to report condition.—Richard Taken, sec'y Farmers Grain Co. of Omaha.

NORTH DAKOTA.

Hoople, N. D., Feb. 20.—Very light movement in all grains; will be light till June.—A. Hoople, agt. State Elvtr. Co.

Hampden, N. D.—About 450,000 bus. of grain marketed here this season; 15% still in farmers' hands.—Henry Gunderson, agt. St. Anthony & Dakota Elvtr. Co.

Daily Closing Prices.

The closing prices of wheat and corn for May delivery at the following markets during the past two weeks has been as follows:

MAY WHEAT.												
	Feb. 26	Feb. 27	Feb. 28	Feb. 29	Mar. 1	Mar. 2	Mar. 3	Mar. 4	Mar. 5	Mar. 6	Mar. 7	Mar. 8
Chicago	100¼	100¼	102¾	102½	103¾	104	103¾	103¾	104½	103¾	103½	104¾
Minneapolis	104½	104½	106¾	106¼	107¾	108	107½	107½	107½	107¾	107¾	108¾
Duluth	104	104½	106½	105¾	107½	107¾	106½	106½	107½	106¾	106¾	108
St. Louis	99	99	100¾	100½	101¾	102¼	102	101¾	102¾	102½	102¾	103¾
Kansas City	99½	99	101	100½	101¾	102½	102	101¾	102½	102½	102½	103½
Milwaukee	99½	99½	101¾	101½	103½	104¼	103¾	102½	103¾	102¾	102½	103¾
Toledo	100¾	100¾	102½	102	103½	104	103¾	103	103¾	103¾	103¾	104¾
New York	104¾	104¼	106	105¾	107	107¼	107	106¾	107½	107¾	107¼	108¾
Baltimore	102	102	103¼	103½	104	103¾	103¾	103	103¼	102¾	102¾	104
Winnipeg	99¾	99¾	100¾	100¾	101½	101¾	101¼	101½	101½	101¾	101¾	102¾
Liverpool	106¼	106¾	106¾	107¼	108½	108½	108¾	107¾	107¾	108¼	108¾	109¼
*Budapest	129¾	129¾	129¾	129¾	129¾	131	130	129¾	129¾	129¾	129¾	130¾
MAY CORN.												
Chicago	68¼	69	69¾	69¾	70½	71½	71½	70¾	71½	71½	71	72¾
*Baltimore	70¾	70½	70¾	71¼	71½	71½	71½	70¾	71½	71½	71	72¾
Kansas City	69¾	69	69¾	70¾	71½	72½	72¼	71¾	72	72½	72	72¾
St. Louis	70¾	70¾	71¼	71¾	72¾	74¼	74	73¾	73¾	73¾	73¾	74¾
Liverpool	80¼	80¾	80	80¾	81½	82	82½	82½	82½	83¾	83¾	84¾

*April delivery.

OHIO.

Melvin, O., Mar. 6.—The acreage of wheat is about the same as usual. The farmers were late in sowing and some of it did not come up last fall. Some farmers are already claiming they must plow it all up, but a few warm days will no doubt change their minds.—J. W. Channel.

OKLAHOMA.

Oklahoma City, Okla., Mar. 1.—The condition of wheat is 75% compared with 77% Feb. 1 and 49% Mar., 1911, and 45% at harvest when the crop was 9,000,000 bus. The soil condition is now 92% compared with 89% last month and spring plowing is 22%. The condition of alfalfa is placed at 76% by the state board of agri.

TEXAS.

Panhandle, Tex., Mar. 1.—Lots of snow, no grain moving. Maize about half shipped; no wheat and oats to speak of in farmers' hands.—M. J. Long.

Fort Worth, Tex., Mar. 1.—Since my last report, fair to good rains have visited Texas and I am warranted in saying that the present growing condition of our grain crop is good. We will have a large acreage in corn with the greatest acreage ever planted in oats and old Texas should come in with a bumper feed crop this year.—G. J. Gibbs, sec'y Texas Grain Dealers Ass'n.

UTAH.

Tremonton, Utah, Mar. 5.—Fall grain is looking well; had good winter; plenty of moisture. Lots of spring grain raised in the valley; fall grain raised in the foothills above the canal.—Waldron Brenkman, agt. Intermountain Mfg. & Elevtr. Co.

GOVERNMENT CROP REPORT.

Washington, D. C., Mar. 8.—The Crop Reporting Board of the U. S. Dept. of Agriculture estimates that the quantity of wheat on farms Mar. 1, 1912, was about 122,025,000 bus., or 19.6% of the 1911 crop, against 162,705,000 bus., or 25.6%, of the 1910 crop on farms Mar. 1, 1911, and 160,214,000, or 23.4%, of the 1909 crop on farms Mar. 1, 1910. About 56.1% of the crop will be shipped out of the counties where grown, against 55.6% of the 1910 crop and 51.1% of the 1909 crop so shipped.

Corn on farms Mar. 1, 1912, amounted to 884,069,000 bus., or 34.9%, of the 1911 crop, against 1,165,378,000 bus., or 40.4%, of the 1910 crop on farms Mar. 1, 1911, and 977,561,000 bus., or 33.3%, of the 1909 crop on farms Mar. 1, 1910. About 20.5% of the crop will be shipped out of the counties where grown, against 22.9% of the 1910 crop and 24.9% of the 1909 crop so shipped. The proportion of the total 1911 crop which is merchantable is about 80.1%, against 86.4% of the 1910 crop and 82.5% of the 1909 crop.

STOCKS OF GRAIN ON FARMS MAR. 1.

—WHEAT.—

—CORN.—

% of 1911 crop.	Millions of bushels.	% of 1911 crop.	Millions of bushels.
1912.	1912.	1911.	1912.
Pa.	4.9	9.3	34
Ohio	9.8	11.0	35
Ind.	7.2	8.8	36
Ill.	7.1	7.7	36
Mich.	4.4	5.6	30
Wis.	0.9	1.2	30
Minn.	11.0	19.2	35
Ia.	3.0	4.0	40
Mo.	6.5	5.7	30
N. D.	13.9	11.6	25
S. D.	3.7	11.7	25
Neb.	9.2	12.8	37
Kan.	7.7	12.6	26
Ky.	1.5	1.9	34
Tenn.	1.6	1.9	39
Tex.	0.5	1.5	15
Ida.	3.2	2.3	12
Wash.	5.1	5.3	17
Ore.	2.2	2.1	13
U. S.	19.6	122.0	162.7

—OATS.—

—BARLEY.—

% of 1911 crop.	Millions of bushels.	% of 1911 crop.	Millions of bushels.
1912.	1912.	1911.	1912.
N. Y.	40	15.4	19.1
Pa.	36	11.4	17.3
Ohio	30	16.4	24.4
Ind.	25	11.8	19.0
Ill.	28	34.0	60.8
Mich.	33	14.2	20.1
Wis.	38	25.5	28.8
Minn.	35	23.5	30.8
Iowa	37	46.7	81.0
Mo.	31	5.5	16.1
N. D.	41	21.0	4.5
S. D.	24	2.7	12.5
Neb.	31	10.8	32.6
Kan.	28	8.4	23.4
Tex.	13	2.4	4.8
Mont.	37	7.8	5.3
Ida.	28	4.1	3.7
Cal.	11	0.8	1.0
U. S.	31.4	290.0	442.7

Oats on farms Mar. 1, 1912, amounted to about 289,988,000 bus., or 31.4%, of the 1911 crop, against 442,665,000 bus., or 37.3%, of the 1910 crop on farms Mar. 1, 1911, and 365,432,000 bus., or 36.3%, of the 1909 crop on farms Mar. 1, 1910. About 28.8% of the crop will be shipped out of the counties where grown, against 30.6% of the 1910 crop and 32.7% of the 1909 crop so shipped.

Barley on farms Mar. 1, 1912, amounted to 24,760,000 bus., or 15.5%, of the 1911 crop, against 33,498,000 bus., or 19.3%, of the 1910 crop on farms Mar. 1, 1911, and 42,602,000 bus., or 24.6%, of the 1909 crop on farms Mar. 1, 1910. About 57.2% will be shipped out of the counties where grown, against 50% of the 1910 crop and 52.5% of the 1909 crop so shipped.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for publication, the initials, number, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

S. L. & S. F. 32977 passed thru Dunlop, Ill., Mar. 10, leaking oats badly at draw bar. No chance to repair.—Jackson & Shehan.

S. L., I. M. & S. 20178 went east thru Argos, Ind., Mar. 9, leaking clipped oats.—R. A. Kuhn.

I. C. 23285 was leaking white corn at side between floor and sill on west side of car, headed south, while being switched in yards at Clinton, Ill., Feb. 29. The car was carded Mounds and was leaking badly. We reported it to agent here, who said he would have it looked after.—W. T. Lane & Co., per C. W. Gober.

Wabash 68284 passed thru Colburn, Ind., Feb. 26, with door post broken out at bottom. Car was loaded with yellow corn and had been leaking badly. Some one had made repairs and stopped leak. Car had Wabash seal 334928.—W. F. Noble.

I. C. 20982 passed thru Cullman, Ia., Feb. 23, leaking corn over drawbar; did not notice it until train was leaving, no chance to repair as train was moving.—Melvin Fisk.

I. C. 17773 passed thru Hartsburg, Ill., Feb. 20, leaking wheat along side of door post about 2½ ft. above bottom of car. A large hole in siding seemed to cause the leak.—H. G.

P. St. L. & W. 5139 passed thru Colburn, Ind., Feb. 16, in train 74, leaking yellow corn in a stream from bottom of car near king bolt. Notified train crew at next town by wire.—W. F. Noble.

MARKETS FOR SAMPLE

Grain on Track.

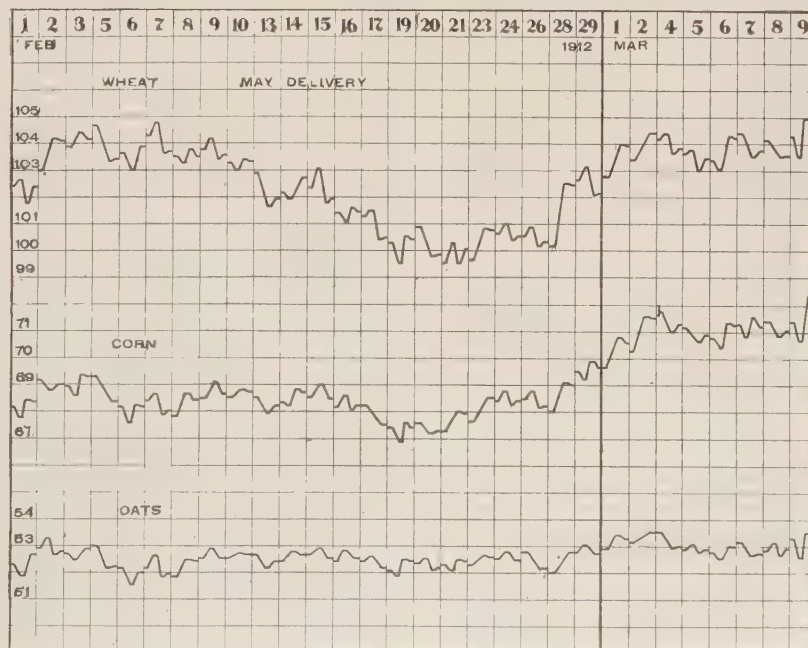
Cash grain markets the past two weeks have been eclipsed in interest by the speculative futures in all three leading cereals. Corn, oats and wheat have advanced to record high prices. The foreign and domestic situations are typified by the Liverpool and Kansas City quotations for wheat. March at Liverpool is quoted at \$1.15 and September at Kansas City at 91 cents per bu. This strong foreign situation has been tempered for weeks past by the willingness of American growers to accept the coveted \$1 per bu., on each speculative rise. On the Mar. 8 official confirmation of light farm reserves the foreign and domestic consumers may conclude that this selling by growers on the rise must cease, and hasten to supply their needs, hence the present rise may carry prices to figures now deemed impossible.

Some export business in wheat was reported the past week and Montreal has had good inquiry from abroad; but trade in cash grain has been slow. No. 2 red winter on track at Chicago advanced from \$1.00 Feb. 24 to about \$1.04 Mar. 9 while the May delivery advanced from \$1.01 to \$1.05. At Minneapolis No. 3 northern wheat closed Mar. 9 at \$1.05½, a discount of 3 cents under May. At Kansas City the May advanced from about 99½ to 102½; and the No. 2 hard winter from around 101½ to 105½, the cash showing slightly more strength.

No. 4 yellow corn at Chicago showed more strength than the futures, advancing from around 61 cents to 66 cents during the past two weeks, while May delivery advanced from around 68½ to 71½ cents. A similar advance in cash corn took place at Kansas City, where on Mar. 9 No. 4 yellow sold at exactly the same price as at Chicago, with a discount under May of 6 cents, against 8 cents two weeks ago.

Chicago Futures

The opening, high, low and closing quotations on wheat, corn and oats for the month of February and part of March are given on the chart herewith.



REPORT ON NATURAL SHRINKAGE.

W. H. Hosmer, chairman of the Western Trunk Line Com'te, has received from the joint com'te of railroads and grain exchanges, a report of its findings on allowance to be made for natural shrinkage in transit of grain on which claims for loss or damage are filed.

The recommendations resulting from the recent conferences were published in the Grain Dealers Journal Feb. 25, page 285.

Among those present at the Feb. 20 conference were W. M. Hopkins, mgr. of the transportation dept. of the Chicago Board of Trade; A. E. Schuyler of the Grain Door Reclamation and Cooperaage Buro; G. A. Schroeder, rep. Milwaukee Chamber of Commerce; W. T. Cornelison, rep. Peoria Board of Trade; J. C. Lincoln and John Dower, rep. St. Louis Merchants Exchange; C. B. Stafford, rep. Memphis Merchants Exchange; C. W. Lonsdale and J. G. Goodwin, rep. Kansas City Board of Trade; T. J. Berry, rep. St. Joseph Board of Trade; J. R. Morris and J. W. Holmquist, rep. Omaha Grain Exchange; H. A. Feltus, rep. Minneapolis Chamber of Commerce; C. F. Macdonald, rep. Duluth Board of Trade; and S. W. Strong, rep. Illinois Grain Dealers Ass'n.

The railroads were represented by eleven officials including O. Maxey of the C., R. I. & P. Ry. and F. C. Maegly of the Atchison, T. & S. F.

In his report of the conference Chairman Maegly comments as follows on the data collected by the market committees:

DATA GATHERED BY MARKET COMMITTEES.

The market com'tes prepared data covering grain loaded in well coopered cars and including the various methods of handling, classified as to—Road hauls, i. e., movement by car from one market to another. Crosstown, i. e., grain loaded into freight cars from one elevator and transported to another elevator or mill in the same market. Set-backs, i. e., grain weighed and loaded into freight cars and subsequently unloaded and reweighed at the same elevator.

The Comite' detailed record of the loading and unloading was prepared with care and the precaution was taken to check and note thereon any exceptions in regard to leakage or loss in transit.

A further analysis thereof has been made to show such cars as were loaded and unloaded at markets which are known to be provided with impartial weighing organizations, and, separately, the movement involving loading or unloading at other points having supervisory weighing service.

An examination of the Comite's detail shows a prevailing tendency to loss in the weight of grain in transit, whether it be correctly termed natural shrinkage or wastage, or invisible loss; other data which will be presented shows that such loss varies according to the kind, quality and condition of the grain and the amount of moisture and dirt in the grain and the conditions that exist at the points of loading and unloading.

The statements show a small proportion of overages, thus indicating mistakes or inaccuracies in weighing or recording of the weights or error in the scales used. In view of the positive evidence of inaccuracies as indicated by these overages, it must necessarily follow that inaccuracies are represented by the shortages.

SHRINKAGE BETWEEN CHICAGO AND BALTIMORE.

Laurel Duvel, assistant in charge of the Baltimore Grain Standardization Laboratory of the U. S. Dept. of Agriculture, presented data on shrinkage of shipments between Chicago and Baltimore. The tests were made at different seasons of the year on carload shipments of shelled corn containing varying degrees of moisture. The safeguards with which the same were surrounded to insure accuracy were of a positive

character. The freight cars used were specially selected, uniform in design and condition and positively grain tight. Each lot of grain was carefully tested as to moisture content, as loaded at Baltimore, frequently in transit and at destination, Chicago; and again during the return trip and on arrival at Baltimore. On the second, third and fourth experimental shipments, each lot, the equivalent of two carloads, was divided in half and loaded into two cars, the one being sent for the road haul test and the other identical carload lot kept at Baltimore. Each of the weighings was carefully supervised and performed on scales accurately adjusted by competent scale experts acting for the department. Each shipment was so attended throughout the round trip.

A summary of the data given by Mr. Duvel follows:

SHIPMENT NO. 1, APRIL 14, 1910, TO MAY 11, 1910.

CAR.	MOISTURE.	LOSS IN WEIGHT.
1	19.8	3.65%
2	18.6	4.48%
3	17.8	4.44%
4	17.4	0.27%
5	16.7	0.18%
Average for cars 2, 3, 4, and 5, is 0.34%.		

SHIPMENT NO. 2, DEC. 24, 1910, TO JAN. 24, 1911.

CAR.	MOISTURE.	LOSS IN WEIGHT.
Chgo.....1	22.0	0.27%
Balt.....1	22.0	0.34%
Chgo.....2	19.0	0.21%
Balt.....2	19.0	0.24%
Chgo.....3	17.0	0.09%
Balt.....3	17.0	0.04%
Chgo.....4	13.3	0.13%
Balt.....4	13.3	0.16%

SHIPMENT NO. 3, MARCH 2, 1911, TO MARCH 29, 1911.

CAR.	MOISTURE.	LOSS IN WEIGHT.
Chgo.....1	21.6	0.58%
Balt.....1	21.6	0.59%
Chgo.....2	19.9	0.24%
Balt.....2	19.9	0.26%
Chgo.....3	17.4	0.23%
Balt.....3	17.4	0.23%
Chgo.....4	14.1	0.15%
Balt.....4	14.1	0.11%

SHIPMENT NO. 4, MAY 11, 1911, TO JUNE 3, 1911.

CAR.	MOISTURE.	LOSS IN WEIGHT.
Chgo.....1	18.2	1.23%
Balt.....1	18.2	1.60%
Chgo.....2	17.8	0.30%
Balt.....2	17.8	0.55%
Chgo.....3	16.9	0.39%
Balt.....3	16.9	0.59%
Chgo.....4	13.9	0.06%
Balt.....4	13.9	0.11%

SUMMARY OF TOTALS.

CAR.	AVERAGE MOIST-URE.	LOSS IN WEIGHT.	SHIP-MENT.
Chgo.....1	18.1	1.01%	No. 1
Chgo.....2	17.9	0.18%	No. 2
Balt.....2	17.9	0.20%	
Chgo.....3	18.3	0.30%	No. 3
Balt.....3	18.3	0.30%	
Chgo.....4	16.7	0.50%	No. 4
Balt.....4	16.7	0.73%	

Additional experiments were cited, one covering a lot of seven cars shelled corn that arrived at Baltimore hot. The loaded cars were held on track for eight days during which the temperature of the corn ranged from 140 degrees to 160 degrees, moisture ranged from 20% to 24%. The per cent of loss in weight on each of the seven cars during the eight days was 1.65% 1.68% 1.73% 1.77% 1.91% 2.02% 2.04%. The loss ranged from 1.65% to 2.04%, about 200 lbs. per day.

A further experiment was made upon six lots of shelled corn stored on well protected hopper scales during varying periods, all beginning March 3 and ending March 30 and July 6, observations taken at frequent intervals. The actual weight of each lot when test began ranged from

27,875 lbs. to 28,190 lbs. The tests showed the following results:

LOSS IN HOPPER SCALES.

LOT.	MOISTURE PER CENT.	LOSS PER CENT.	LOSS IN WEIGHT.
1st	14.4	0.27	75 lbs.
2nd	16.1	0.32	90 lbs.
3rd	16.8	0.45	122 lbs.
4th	19.4	0.27	75 lbs.
5th	21.6	0.28	77 lbs.
6th	23	0.78	220 lbs.
Average ...	18.5	39.5	110 lbs.

Rotten Foundation Caused Collapse

Rotten piling and a generally weakened foundation caused the collapse of the Ontario Elevator in 1904, according to the Phoenix Insurance Co., defendant in a suit for insurance before the Supreme Court of New York, instigated by Albert J. Wheeler, owner of the wrecked elevator. The insurance company denies that the disaster was caused by a grain dust explosion, and to prove its claim has presented a ponderous collection of fotografs showing various portions of the wreck and of the piers and piling as exposed by subsequent excavations. These fotografs were taken by Francis DuPont Thomson, a prominent engineer, who explained their significance to the court.

"I found that the construction of the foundations of the Ontario Elevator was very faulty," declared Mr. Thomson.

"It is generally considered by engineers that wooden piling should be cut off at the water level, for wood that is alternately wet and dry rots very quickly, within four or five years, I should say. The wooden piling under the old Ontario Elevator was badly rotted and was incapable of sustaining the load upon it. I have computed the weight of the building alone as approximately 2500 tons and the weight of the contents, was nearly 7500 tons.

"Ninety per cent of the piles were badly rotted, and the front row, next to the slip, was practically missing, only a few piles being left in the ground. The mortar holding the three superimposed cap-stones together on the top of each group of five piles was so soft that I could crumble it in my fingers. Furthermore, there was no grillage whatever. By grillage I mean an arrangement of timbers or concrete designed to hold the piles together at the top and to distribute the weight equally among all of them."

The jury returned a verdict of no cause for action and sent the case back for a new trial.

The Red River Valley Corn and Clover Convention, Grand Forks, N. D., was attended by 500 people and was the occasion of splendid addresses by Prof. P. G. Holden, of Ames, Ia., Prof. Andrew Boss of the University of Minnesota and A. E. Chamberlain, industrial commissioner of the Great Northern Ry.

The Quaker Oats Co. reports gross earnings for 1911, \$1,977,973; net surplus, \$740,095. In 1910 gross earnings were only \$1,401,117, with a net surplus of \$244,343. The total surplus for 1911 was \$2,786,058; for 1910, \$2,541,715. In other words the company has had a banner year, making \$576,000 more than last year and paying 24.8% dividends on common stock. The increase is attributed to the fact that in a year of depressed business, when labor is not fully employed, the class of products such as manufactured by the Quaker Oats Co. is in greater demand.

SUPPLEMENTAL REPORT OF Interstate Commission on Elevation.

In a decision made Feb. 5 but not published until Feb. 27 the Interstate Commerce Commission has made a supplemental report and order in the matter of elevation allowances on the complaint of the St. Louis Merchants Exchange against the Burlington and other roads for alleged discrimination against St. Louis by granting the elevation allowance to points on the Missouri River without a corresponding payment at the Mississippi River.

Admitting that there might be some discrimination against St. Louis under the Supreme Court decision limiting the payment to grain which has passed out of the elevator within 10 days, the Commission does not at this time consider by what order this discrimination could be removed, reserving further questions until actual experience shall have demonstrated the effect of the present order.

The order of the Commission now is that the railroad companies "Are notified and required to cease on or before Apr. 15, 1912, and for a period of two years thereafter abstain, from giving or paying more than $\frac{3}{4}$ cent per 100 lbs. as an allowance or compensation for service rendered in the elevation of grain at Kansas City, Mo., and other Missouri River points on their respective lines, and confine that payment to grain actually passing thru their elevators in 10 days."

The Commission indulges in considerable comment on the history of the elevation allowance and in speculating on the probable meaning of the Supreme Court decisions in the Duffenbaugh and Updike cases; but its conclusions are made comparatively worthless by starting out with a false premise. The Commission assumes that elevation is not a necessary part of transportation; whereas, the fact is elevation is absolutely indispensable to bulk transportation, and elevators are as necessary as passenger depots and freight houses, and consequently the grain elevator operator who maintains facilities for the loading and unloading of grain in bulk is entitled to compensation in the form of an elevation allowance. The Commission's misunderstanding of the Supreme Court decision is indicated by the following quotation from its latest report "It is hardly credible that in holding that elevation is a transportation service which the railroad must render upon reasonable request by the shipper the court intended to include commercial elevation. It must have had reference merely to that elevation which is a legitimate and necessary part of transportation."

The conclusions of the Commission are:

If the elevation referred to by the Supreme Court as a part of the service of transportation is only such elevation as inheres in that transportation; in other words, if the duty of the railroad is merely to transport the grain from point to point and to furnish whatever transfer or elevation or storage may be necessary in the course of that transportation, then we think, under the decision of the Supreme Court, it must follow that the Union Pacific can only be required to grant this elevation at such points as, in the proper operation of its property, it may find necessary, and if that company in good faith requires a transfer service at Omaha and not at some point west of Omaha, it may provide for that service under contract with Peavey & Company or with any other grain elevator at Omaha and may pay a reasonable sum for that service to the owner of an elevator, even though its own grain is transferred, while it would not be obliged to make the same allowance at some interior point.

But even under this interpretation of the word "elevation," the Union Pacific has no right, under the pretext of a transfer which it does not require, to furnish a grain dealer commercial elevation or, what amounts to the same thing, to pay through an elevation allowance for the commercial elevation of his grain, and if it does so it must accord the same privilege or make the same payment at other points.

If, upon the other hand, the Supreme Court means that elevation is a thing which the shipper may demand as a matter of right, according as he needs it in the legitimate handling of this grain, then we think that this right may be exercised by the shipper at any point where it can be properly used for that purpose. A grain dealer would have no right to require of the Union Pacific elevation at a point where it could not be properly availed of for the transaction of a grain business; but certainly the right to demand this service, if it be a right, cannot attach to any particular locality as against any other locality. If the Union Pacific is under obligation to render this service, it cannot elect to discharge it at the Missouri River and nowhere else. Such a conclusion would put it within the power of a particular railroad to determine where the grain business of this country should be transacted.

Considering these two cases together, as applied to the general subject of elevation and transfer in transit, we conclude that it was the intention of the Supreme Court to hold that whatever might be the case if a railroad saw fit to confine its payment to elevation actually required in the conduct of its business, it must, when it makes this allowance to one elevator under such circumstances as to give that elevator payment for commercial elevation, extend the same privilege to all other elevators similarly situated at that point.

Contempt in disobeying a temporary injunction issued by the eastern Missouri Circuit Court restraining the Merchants Stock & Grain Co. from sending to various cities market quotations of the Chicago Board of Trade was the charge in a case returned by the U. S. Supreme Court to the Eighth U. S. Circuit Court of Appeals for review Mar. 4, on the ground that the criminal features predominated the civil characteristics.



Edward Kelly, Wichita, Kan.

EDWARD KELLY, WICHITA, Kan.

Edward Kelly on Mar. 1 began a grain commission business on his own account at Wichita, Kan. He has purchased the business of the Kaufman-Boyle Grain Co. and will conduct it under the name Edward Kelly, with offices in the Sedgwick Bldg.

Born in Illinois 40 years ago, Mr. Kelly removed in 1889 to Harper County, Kansas. For several years after 1893 he resided on a claim in the Cherokee Strip, which he took in the run of Sept. 16, later returning to Kansas and engaging in the live stock and grain business.

With his brother he purchased and operated several elevators in Barber and Harper Counties, Kansas, removing to Wichita in 1907, where he became a member of the Wichita Board of Trade, doing a general wholesale grain business and operating a number of country grain elevators. His interest in this company he has now sold, to devote himself to the grain commission business.

Mr. Kelly is well acquainted with the country shippers and millers thruout Oklahoma, Texas and Kansas and is highly esteemed by his fellow members of the Wichita Board of Trade. Since 1910 he has been a director of the Wichita Board; and in January, 1912, was elected president of the Clearing House Ass'n. in which he was elected a director in 1910, and re-elected this year. For 10 years he has been a member of the Kansas Grain Dealers Ass'n. He is a member, appointed by the president of the Kansas Grain Dealers Ass'n, of the grain grading committee, which in co-operation with the millers and the Kansas City Board of Trade will endeavor to formulate satisfactory grain grading rules to be recommended to the Kansas Grain Grading Commission at its next meeting in July. His many friends are confident his new venture will be successful. A portrait of Mr. Kelly is reproduced herewith.

KICKIN SMILEY AROUND.

A revised version of the Missouri Houn Dog Song was prepared for delivery at the recent Kansas City convention as follows:

You, Sam Thompson and Bill Brown,
You got to quit kickin' our Smiley around.
Makes no difference, if his reason's sound,
You gotta quit kickin' our Smiley around.

Smiley rose up, said he took no stock,
In that old story of a hundred-pound dock.
You Missourians didn't like that sound,
So you started kickin' our Smiley around.

He said he couldn't see no gain
On twice inspectin' Kansas grain.
Inspectors said, go to Puget Sound,
And then they went kickin' our Smiley around.

Sits in the game, he's strictly in it,
And stays right up to the ultimate limit.
Taps you boys for a stack of "blues,"
And then you holler 'cause you ain't in his shoes.

—CHORUS—

Every time he comes to town,
You Missourians go to kickin' our Smiley around.
We from Kansas don't like the sound
That comes from kickin' our Smiley around.

Wichita business men have appointed a committee to arrange for a broom corn exposition next fall, as that is the largest broom corn market in the world. Southern Kansas and Oklahoma are credited with producing more than 85% of this country's crop and more than half of all grown in the world, with Wichita for its market.

THE FT. WAYNE CONFERENCE

The grain dealers of Northeast Indiana, Northwest Ohio and Southwest Michigan assembled in the convention hall of the Anthony Hotel, Fort Wayne, Friday, Mar. 8, at 1:45 p. m. to discuss general problems confronting the trade and in particular the effect of the Federal Food and Drug Act as it has been interpreted by the Bureau of Chemistry. The conference was held under the auspices of the Hay and Grain Producers' and Shippers' Ass'n, Fort Wayne being selected as the meeting place because of excellent railroad facilities.

C. G. Egly, Fort Wayne, introduced D. W. McMillen, Van Wert, who acted as chairman throughout the conference. In his opening remarks Mr. McMillen said that the haphazard methods of some country elevator men were refuting all the good work of the agricultural stations and colleges and the grain trade journals. He declared that the grain trade had brot the present crisis upon its own shoulders because the operators of country elevators had been careless and "easy" in accepting grain from farmers and paying them one price for both good and bad grain. The farmer in turn becomes careless and ceases to sort the grain he brings to the elevator.

The subject "How To Run a Country Elevator" was then thrown open for discussion.

W. E. Gest, Defiance: Success in running a country elevator, as in most other things, depends on the way the business is conducted. One thing is certain and that is that country elevators *must* buy grain strictly on its merits. Indiscriminate buying and cut-throat competition must go and the trade might as well wake up and face this truth now as later. Indiscriminate buying of grain is as bad for the farmer as for any one else for it places a premium on fraud and furnishes a sad temptation even to the honest producer. I repeat it, gentlemen, we must buy grain on its merits. We should not run elevators for accommodation merely. We should aim to make a reasonable profit every time. Ass'n work in Ohio is progressing and it gives me great pleasure to see the passing of senseless competition and unjust suspicion among brother dealers. Farmers elevators are not to be feared; they usually start anyway because the local elevator men make d—n fools of themselves.

M. C. Neizer, Fort Wayne, was called on by the chair but had nothing to say.

S. A. Renolett, Renolett, O.: I am heartily in favor of what Mr. Gest has said. Great care should be exercised in judging grain. *One price* is a great evil,—the wormy fruit of a well meant desire on the part of elevator men to keep peace in the family. *One price* is a temptation that is hard for the farmer to resist and will account for much of the watered corn that comes in. I think this whole pure food rumpus is a good thing. It will act as a prod to the elevator men and they in turn will apply the toe of the boot to the farmers, all of which will cause quite a roar, no doubt, but will be a great ultimate benefit to all concerned. Elevator men should not ask too much margin, but they should demand a reasonable reward for the service they render. Too high prices on

the other hand tempt farmers to become scoopers and scoopers, as you will all agree, must be eliminated. Petty wars among elevator men are bad for business. They make everybody sore and the farmers sorest of all.

W. H. Hill, Oakwood, O.: Let the cut-pricer rest in peace. We need such fellows to take the bad stuff off our hands. (Laughter.)

Further discussion followed on this topic and then the chair introduced T. P. Riddle, Lima, who was one of the Com'te of 50 sent to Washington to treat with the government officials on the Pure Food and Drugs enforcement as it is effecting the grain trade.

Mr. Riddle: You all know what happened at the St. Louis meeting, so I need not touch on this further than to say that I represented my Ass'n in Ohio. To begin with, like many others who are changing their views, I thought that the Board's rulings on grain matters were all wrong and ought to be got by the trade. I went to Washington in that frame of mind. From the very first it was evident that the com'te was divided into two factions. There was a minority, which included representatives of the southern consuming class and a number of farmers' co-operative elevators, who were in sympathy with the spirit of the Board's attitude and a majority which took very much the same view of the matter as I did. It looked like a case of clash from the first and sure enough it was. The com'te was unable to agree on a resolution. Long debate was held and slowly but surely the minority became the majority and after an all night battle the following resolution was drawn up:

Whereas, There is doubt in the minds of the hay, grain growers and dealers as to the application of the Pure Food and Drugs Act of June 30, 1906, to grain or hay in their raw or natural form, and

Whereas, The question is now pending before the courts; therefore, be it

Resolved, That pending the final decision by the Courts we respectfully and earnestly petition the Hon. Sec'y of Agri. to cause an administrative order to be issued suspending further effort toward applying said law and the rules of the Dep't. to interstate shipments of hay and grain, and that further pending such suspension the Dep't. of Agri. continue its activities in arriving at a proper standardization of grades, and we will pledge for the bodies that we represent our most earnest efforts to have those standards accepted by such bodies.

Mr. Riddle: The significance of the whole affair was that the discussion brot out that enforcement was not equitable in that it wud work a hardship on some elevator operators who were loaded up with corn. Then again, suppose sound grain, due to unavoidable delay, goes bad and is confiscated? It was apparent to all that a temporary suspension of the law was what was really wanted, giving all a chance to adjust their business to the new and better conditions which seem pretty likely to come into vogue.

Federal inspection was discussed by the com'te and found many strong supporters, especially among the representatives from the southern consuming districts. Sec'y Wilson made this startling statement with his own lips: "For 6 years the government has been making a study of federal inspection and Mr. Doolittle has been in Europe studying conditions there. We figure that it wud

take \$860,000 and 600 men to put this into effect." Mr. Wilson further said that he did not underestimate the importance of the present situation and believed that more consideration ought to be given to it. What he did *not* say, however, more than what he said, convinced us that federal inspection is coming.

Farmers are waking up everywhere. I believe they are beginning to hear a faint whisper of all this hub-bub. I believe that on the whole they are a wise bunch and will brush up and help the country elevator men to meet the new exactions. Confidence will be established on both sides if elevator men will buy by grade and merit, as they must begin to do everywhere and that soon.

Mr. Riddle's remarks were loudly applauded and S. T. Edwards of Chicago arose and gave an interesting and comprehensive talk on feed.

Mr. Edwards: I endorse Dr. Wiley's efforts to clean up the grain business, for as a feed man I am indirectly affected. If the farmer brings any old thing to the elevator man and the elevator man accepts it and in turn sends it on to the feed trade, that product, whatever it is, is going to make bad feed. Travel don't make it better. At the present time the feed business is between the devil and the deep blue sea on account of the lack of uniformity in state laws for different varieties of concentrated and mixed feeds. I refer to the Mississippi law in this connection and wish we could have a uniform federal law, for it is necessary for a feed dealer to be a criminal lawyer these days to keep out of jail. I am heartily in favor of co-operation on the part of grain and feed men, as I think both will be gainers.

Bert Ball, Sec'y of the Crop Improvement Com'te of the Council of Grain Exchanges, was then introduced and turned out to be one of the sensations of the afternoon.

Mr. Ball: I wish to make an earnest plea to all you men to come out of your husks and open your eyes to the advantage of getting the farmers who bring you grain to plant good seed corn. This has been a terrible year for seed corn and it yet remains to be seen how much dead seed will be planted. This planting of dead seed is unnecessary. It's just plain ignorance. Farmers must get over the idea that because an ear of corn looks good it is sure to germinate. They can test their corn in scientific manner, by a method so simple that a child can operate it and they can then be sure that, other things being equal, their corn will come up. I refer to the rag baby test and the school method of putting it into effect.

Mr. Ball then grabbed a couple tables in his characteristic manner and unrolled a rag baby which showed germinating corn in various stages. His hearers gave signs of deep interest and several promised to take steps to augment the good work which he is doing.

Mr. Riddle moved that a vote of thanks be given Mr. Ball for his splendid speech and helpful suggestions. Carried unanimously.

Mr. Riddle: The 20 most successful elevator men in my district are those who have educated their farmers in this matter. Singularly, they are not threatened with farmers' elevators, either.

F. H. Oakes, Chicago, talked on the advantages of concrete elevators, declaring that the difference in insurance prem-

iums will pay for a concrete elevator in a very short time.

Mr. McMillen: The question before us now is "Will It Pay a Country Elevator To Maintain a Kiln-Drying Plant?"

Mr. Riddle: Much bad corn is only moist and can be made safe and sound by being kiln-dried. But the cost of installing a kiln-drying plant makes it almost out of the question for a country elevator. Steam is of course necessary whereas gas and gasoline are most used, as you all know. Additional help of an experienced sort is also necessary and on the whole the proposition does not seem practical for country elevators. Capt. Cass, whom you all know, once sent to Baltimore a car which he had kiln-dried. There they kiln-dried it again and made the extra charge. Capt. Cass in a very characteristic letter demanded to know what they meant by such monkey-business, that the corn had been kiln-dried once. Baltimore wrote back in astonishment and said they hadn't been able to notice it.

A kiln-dryer at some central point, run on a large scale, wud be practical and a great asset to shippers in all the country round. It wud save money and be a commercial asset to all who have occasion to use it, but it is too big a proposition for the country elevator.

J. W. Luscombe, Toledo, read letter which is being sent out by the Buffalo Corn Exchange, containing a statement of the general conditions affecting the trade at present.

An altercation arose between some of the grain and railroad men present, on the fairness of making a shipper pay the same price on water as on corn to the point where he had his corn dried. Neither side seemed certain of their ground and the argument became a babel.

S. T. Edwards: I presumed that everybody knew of the interstate commerce ruling prohibiting two separate articles from being shipped in the same car. (Laughter.)

One of the railroad men, who shall be nameless, got in the last word by making the rank statement that water was a natural property of corn, anyway.

J. V. Taylor, Sec'y Nat. Hay Ass'n, Winchester, Ind.: I arrived late but wud like to say a word or two first in approval of the attempts to bring about a better co-operation and sympathy among all branches of the hay and grain business, and second in approval of Dr. Wiley's stand on the matter which concerns us all so vitally. I think he is right, gentlemen; I don't think he is malicious or pig-headed and I believe that what he is doing will put us all on a better basis after things have settled down again.

J. M. Adam, Chicago: If we co-operate with Wiley and Ball we should be happy.

Mr. Riddle called attention to the bill now in Congress which calls for some new features to be attached to Bs/L. The hour for eats was nigh, however, and on compromise the matter was left over for the session to follow the banquet. Adjournment of afternoon session.

THE BANQUET.

The Egly-Doan Elevator Co., Fort Wayne, was host to the grain men attending the conference at a five course banquet served in the dining room of the Anthony Hotel at 6 o'clock. The grain men were a little shy, as befits grain men, and it took some little effort to round them all up and get them into the dining room in good order. Once within, however, the wit at each table grew apace

with each course, and the banqueters, some ninety in number, threw the thinking caps of the afternoon's session to the winds and gave a perfect demonstration of what a clear conscience can do for a man's appetite.

Following the banquet, which lasted until after 7 o'clock the grain men lounged about in the lobby and parlor of the hotel and discussed general topics with each other, meanwhile consuming a marvelous number of potent looking cigars.

EVENING SESSION.

The evening session was called to order by Chairman McMillen at 7:30 o'clock. Paul Mossman, of Mossman, Yarnelle & Co., Fort Wayne, talked on "Why Fort Wayne Shud Have a Grain Exchange." He said he believed that the growing population of the town, which hopes to reach 100,000 in the next ten years, the excellent railroad facilities and the large amount of grain and produce business transacted in the city and vicinity all seemed to warrant the establishment of such an exchange.

T. A. Doan, Fort Wayne, made a motion that the conference extend a vote of thanks to Mr. Mossman, and thru him to the Fort Wayne Commercial Club for the interest which they had displayed in the conference. Unanimous.

Mr. Riddle: I return to the matter on which I was dwelling at the close of the afternoon session, namely, Senate Bill 4713, which proposes uniform Bs/L.

Mr. Riddle then gave a brief review of the whole Bs/L question and ended his remarks by saying he hoped to see uniform Bs/L in the near future. He then moved that a com'te be appointed to draft resolutions commending this Bs/L. Carried unanimous. Mr. McMillen appointed Mr. Riddle, C. W. Mahan and G. B. Neizer, which com'te drew up and submitted the following resolutions:

Resolved, That it is the consensus of opinion of this conference of millers and elevator operators of Northeast Indiana, Northwest Ohio and Southeast Michigan, assembled in Fort Wayne, Ind., this 8th day of March, 1912, that Senate Bill 4713, known as the Pomerene uniform Bs/L in the form now pending for consideration, constitutes a wise, sane and desirable form and that we recommend its adoption.

G. B. Neizer,
C. W. Mahan,
T. P. Riddle.

The resolutions were adopted. It was suggested that these resolutions be mailed at once to Moses E. Platt, Chairman ICC, in order that they may reach him before March 15.

J. W. Luscombe, Toledo: I extend an invitation to all present to attend the conference of the Northwestern Ohio Grain Producers' and Shippers' Ass'n to be held in Toledo Mar. 22.

Mr. Ball: I should like to make a few remarks at this point about county organization. This is a movement which is springing up here and there all over the country and wherever one county takes the plunge the adjoining counties are not slow to see the advantage of a farm buro with an expert in charge and they soon have one too. I don't see why Allen County here could not have a farm buro. It is a rich county, full of good hustling citizens, a county which shud lead rather than follo in a movement which is sure to come.

Many expressions of commendation came from the audience concerning Mr. Ball's work and it is probable that a more formal commendation will be given at the Toledo meeting Mar. 22.

Evening session adjourned.

IN ATTENDANCE.

From Ohio: O. P. Hall, Greenville; L. F. Hammon, Florida; J. D. Spangler, Defiance; A. M. Courtright, Cecil; E. C. Marshall, Dixon; Frank Koehne, Columbus; J. A. Edwards, Gomer; W. H. Hill, Oakwood; W. E. Gest, Defiance; S. A. Pool, Haviland; A. F. Rust, Haviland; C. W. Mahan, Van Wert; L. A. Pugh, Hicksville; Earl Bear, Hicksville; G. W. Adams, Bryan; Charles Quinn, Toledo; T. P. Riddle, Lima; D. R. Risser, Vaughnsville; C. Morrison, Toledo; J. W. Luscombe, Toledo; J. L. Doering, Antwerp; D. W. McMillen, Van Wert.

From Indiana: W. J. Quillinan, Fort Wayne; I. H. Case and Robert Case, Decatur; C. G. Egly and H. D. Egly, Fort Wayne; C. A. Rouse, Indianapolis; J. V. Taylor, Winchester; M. H. Hardy, Huntington; B. H. Dally, South Bend; Max Kraus, Columbia City; T. A. Doan and W. M. Doan, Fort Wayne; F. H. Pocock, Fort Wayne; H. L. Brown, Auburn; H. W. Beaty, Ossian; E. R. Mosier, Woodburn; M. C. Neizer, Fort Wayne; J. C. Rich, Monroe; E. A. Luginbill, Berne; W. O. Neuenschwander, Berne; J. W. Stackhouse, Etna Green; N. Shepherd, Geneva; J. S. Burnett, Ossian; H. E. Allison, Fort Wayne; George Arnold, Bluffton; H. E. Davison, Bluffton; H. H. Deam, Bluffton; Miss Kathrin Krieger, Fort Wayne; Miss B. E. Mannix, Fort Wayne.

From other points: S. T. Edwards, Chicago; F. W. Edwards, Chicago; Bert Ball, Chicago; H. J. Young, Detroit; J. O. Harmon, Appleton, Wis.; J. M. Adam, rep. Rosenbaum Bros., Chicago; S. A. Renolett, Renolett, O.

E. A. Grubbs, Greenville, O., was prevented from attending the conference by an unfortunate but not serious accident. In climbing the stairs to his office he fell, spraining the ligments of his left leg.

Manchester, Eng., is to have a second grain elvtr., with a capacity of 40,000 tons, similar to the one which was built soon after the opening of the canal, according to an announcement by J. K. Blythell chairman of the canal company.



Even the Corn Was Shocked.

Grain Carriers

The Rock Island will order 4,940 freight cars.

The latest lake opening in years is being predicted by the vessel interests.

The Rock Island will build 150 miles of road from Allerton, Ia., to Meta, Mo.

A bill to prevent rebates by carriers has been introduced in Congress as S. 5358, providing that the railroads shall collect charges within 6 months from the time of delivery of the shipment.

The Senate Interstate Commerce Com'te heard more argument on the uniform B/L Mar. 2. J. C. Lincoln of St. Louis declared that protective legislation was necessary both for the shippers and the carriers.

Harvey C. Miller and Morris F. Miller of Philadelphia will have to stand trial on the charge of receiving a rebate on grain shipments, the decision of the lower court that the indictments were faulty having been reversed by the Supreme Court.

Where more than one route is available it is the duty of the carrier, in the absence of routing instructions, to forward it by the route taking the lowest rate, is the decision of the Interstate Commerce Commission in the case of Lord & Bushnell.

The Interstate Commission in a complaint against the L. S. & M. S. R. R. repeats its suggestion that tariffs should provide that two smaller cars may be used by a shipper when a carrier is unable to furnish the large car ordered, the two cars to be used on the basis of the minimum weight of the car ordered.

F. H. Peavey & Co., the Omaha Elevator Co., and other Missouri River grain dealers on Mar. 4 complained to the Supreme Court of the United States that the Interstate Commerce Commission is ignoring its recent decision declaring grain elevation allowances are not rebates. A rehearing is requested.

The National Industrial Traffic League will hold a meeting in Chicago, Mar. 14, at 10:30 a. m. The subjects for discussion include Bs/L, uniform and standard; natural shrinkage and discrepancies in elevator weights; proposed changes in uniform code of demurrage and car service rules; uniform classification; "clearance bill" and incomplete expense bills.

A modification of the rule for computing time at diverting or reconsigning points has been ordered by the traffic managers of 5 railroads, according to word received by the transportation com'te of the Commercial Exchange of Philadelphia. Sundays and legal holidays (national, state or municipal) will be excluded. When a legal holiday falls on Sunday the following Monday will be excluded.

A Can. Pac. freight tariff advancing rates on flax seed in carloads from Fort William, Port Arthur and Westfort, Ont., to New York, Philadelphia and other points, filed to take effect Mar. 1, was suspended Feb. 27 by the Interstate Commerce Commission until June 28, pending an investigation into the reasonableness of the rates. This is the first Canadian tariff to be suspended by the U. S. Commission.

Charges of unjust discrimination because the St. Louis Southwestern R. R. refused to grant the milling in transit privilege to the Plano Milling Co. of Plano, Tex., have been dismissed by the Interstate Commerce Commission.

Sioux City, Ia., will be granted a new grain rate, according to advices received by Chas. C. Flanley, mgr. of the Interstate Grain Co. The new rate will permit shipments originating on the Yankton and Sioux City lines of the Great Northern to be cleaned and reshipped from Sioux City to Pacific Coast points. Sioux City grain men will make a protest against the rumored withdrawal of the Great Northern rates to Denver.

Authority to order the construction of a private side track is disclaimed by the Interstate Commerce Commission in the case of the Ralston Townsite Co. against the Missouri Pacific Ry., holding its authority is limited to ordering a carrier to make "a switch connection with" a private side track; and that "It is a condition precedent to the exertion of the power of the Commission that such lateral railroad or private side track should actually be constructed in such manner that a physical connection is practicable and safe."

Excessive rates on corn and corn products from Kansas City, Mo., to Shreveport, La. was the subject of a complaint made Feb. 27 by Kalmbach-Ford Co., Ltd., of the latter city, before the Interstate Commerce Commission. Shreveport receivers want a differential of not less than 2c between the rates on corn and corn products from Kansas City to Shreveport. The present rate of 21c on corn in carloads was denounced as excessive and a rate not exceeding 19c demanded. The Kansas City Southern and other railroads were named.

A bill calling for the establishment of permanent representatives of the Interstate Commerce Commission at the chief commercial centers has been introduced in Congress and is being strongly supported by commercial organizations in general. Under the present provision the commission delegates authority to special examiners to go from place to place giving hearings and transacting the other business of the Commission. The burden placed upon the special examiners is too heavy and shippers are often subjected to unreasonable expense and delay before they succeed in getting their cases decided.

Lower rates on wheat and corn to Little Rock, Ark. territory have been given the shippers of southwestern Missouri following a vigorous fight before the Interstate Commerce Commission. The refusing to change the rate from Joplin, Mo. to Fort Smith, Ark., the Commission ordered the present Kansas City, Mo. group rate to Little Rock territory on wheat, which is 23c, reduced to 20½c and the present rate of 19c on corn and its products to 17½c; to Alexandria, Mo. the present rate of 30c on wheat to 27½c and of 26c on corn to 24½c. The complainants alleged that the Kansas City group rates to the south were unfair to shippers in Joplin territory. They also wanted to be put on a rate parity with southern Illinois, which has a rate of 18c on wheat and wheat products. The effect of the Commission's decision may be to establish a new group known as the Joplin group, altho the carriers will be allowed to decide whether they will establish such a group or a system of graded rates.

On the technicality that a commission merchant, not being the owner of the shipment is not the injured party, the Interstate Commerce Commission recently denied reparation to Lamb, McGregor & Co. of Minneapolis for an admitted overcharge of \$19.01 on a car of bulkhead wheat and flaxseed by A. N. Barber from Esmond, N. D., to Minneapolis. The Commission suggested that the defendant, C. & N-W Ry. seek out the party entitled to the refund and pay the amount without an order from the Commission.

Grain shippers headed by the Chicago Board of Trade, alleging a pronounced hostile attitude on the part of Southern railroads against Chicago and a determined discrimination against that market, have made application to the Interstate Commerce Commission requesting that the Louisville & Nashville Ry. Co. be required to comply with the order of the Commission in the recent Rosenbaum case and with the transit rules promulgated by the federal body. The L. & N. Ry. Co. requires that the identity of the grain thru Chicago be preserved, which grain men contend is in violation of the ruling made by the commission that it is not practicable to preserve the identity of grain in this way. It is claimed by shippers that the road has not only failed to comply with the order in the Rosenbaum case, but is also moving contrary to the transit rules of the commerce commission.

The hearing before Interstate Commerce Commissioner McChord on milling in transit at Washington Feb. 29 was well attended by grain men and especially millers. While disclosing nothing new to the grain trade the evidence should be instructive to the Commission. Grain men of Kansas City and St. Joseph showed that the requirement of the rules that corn going out of a transit point must have the same color as that taken in on transit billing would be ruinous to trade. As the result of detective work at certain terminal markets Examiner Hillyer declared the enforcement of the transit rules was a farce. Small wonder, when the rules are almost unworkable at those points. At other large centers, however, the grain men are living strictly up to the letter of the regulations. As the transit rules involve other commodities requiring time for consideration no immediate change in the rules is expected.

A charge of \$1.75 per car will be assessed by the C., B. & Q. on all carloads of grain or grain products consigned or ordered to elevators, mills, warehouses or other points of unloading where parties unloading appropriate or fail to account to the inbound carrier line for grain doors or grain door material in cars at time of delivery, effective Mar. 26, as provided in Supplement 9 to ICC No. 10223. The same tariff authorizes the local agents to purchase grain door material when the supply at any station runs short; and requires the station agent at point of loading to show on the face of way bills the number and dimensions of grain door boards used or the height from the car floor in inches of the temporary grain door protection applied in cooping the car, also the approximate weight thereof. The foregoing will not apply to the states of Minnesota, Montana and Kansas. In these states the charge will not be made; and the carriers will pay the shipper for material and labor not to exceed 80 cents per day for repairs, and not to exceed \$2 per car for grain door lumber.

The Southern Railway and the Tex. Pac. Railway have published tariffs on corn, oats and barley, giving a two cent shrinkage rate to southeastern territory, in accordance with an order of the Interstate Commerce Commission. The Louisville & Nashville R. R. has not complied with the order in that its tariffs contain the following: "Where transit privileges are accorded at Chicago or Cook County, Ill., junctions, including South Chicago, shipments must consist of the identical grain named." Therefore, shipments, the identity of which has not been preserved, should be routed only via the Southern Ry. or Texas Pacific Ry. The southern lines have made the following requirement of shippers: "Billing for grain to and from Cincinnati or Louisville must clearly indicate the character of the commodity; for example, white corn, yellow corn, mixed corn, white oats, red oats, mixed oats, hard wheat, soft wheat, etc. If inbound billing does not show this information, it must be obtained by the owner in certificate form from a board of trade, an official inspector or other satisfactory evidence thereof be furnished the carrier at or before the time of reshipment; otherwise, such billing shall not be available for transit privileges under these rules."

REBUILT ELEVATOR AT Colorado Springs.

The fire which damaged the elevator of the Seldomridge Grain Co., at Colorado Springs, Colo., last August, while not exactly a blessing in disguise, afforded an opportunity which the company was glad to avail itself of, to make improvements and additions.

The capacity of the elevator has been increased to 50,000 bus. of bulk grain, and all the machinery has been rearranged to permit greater facility in operation and reduce the danger from fire. The new equipment includes a Richardson Automatic Sacking Scale, making it possible to fill sacks to even weight.

To meet the wants of its trade the company handles hay, feed, grass and field seeds and makes a specialty of poultry supplies. The hay warehouse in connection with the elevator has a capacity for 15 cars of flour and sacked grain and the same amount of hay. Two mills grind out 40,000 bus. of chop and cracked corn per day. The elevating capacity is 3,000 bus. per hour, and the Barnard & Leas grain cleaner has

a capacity of 1,000 bus. per hour. The recent repairs and additions were made on plans by G. H. Birchard, who designed the plant originally. The rebuilt plant is shown in the engraving herewith.

ANNUAL REPORT ON Minnesota Country Elevators.

Henry Feig, Supervising Inspector of Local Warehouses for Minnesota, has submitted an unusually significant and interesting annual report. He states that during the past crop year 1,481 warehouse and 7 purifying licenses were issued. This is 107 less than the number issued the preceding year. The decrease may be mentioned as one of the features of the local grain business in that state. It comes from a disposition on the part of some of the line companies to curtail their business in places where it is no longer sufficiently remunerative.

Most of the velvet chaff wheat was given a northern grade, except in districts where a large percentage was raised. In such instances it was given a grade of "No. — Northern V. C." While not strictly legal, this was the only means at the disposal of elevator men to protect themselves against the loss which is entailed by being compelled to ship a higher grade of grain than that which they have taken in store.

There is a crying need, according to Mr. Feig's report, for more specific regulations on the purchase and storage of coarse grain by public warehouses. The law requires the purchase and storage of grain by the standard bu., but much barley and oats has been purchased (not stored) by the lb. at 50 lbs. and 33½ lbs. respectively, thru a medium designated as "special contracts." The attorney general of the state has given an official opinion on the matter, as follows:

The particular question is this: May a person conducting a local elevator buy barley at fifty pounds to the bushel? I have to answer this inquiry in the negative. The law on this subject is substantially that no person purchasing grain at any local warehouse shall use any other number of pounds for a bushel than the number of pounds provided by law as the standard weight of the kind of grain in question.

The standard weight of barley is fixed by law at forty-eight pounds. The regulation of weights and measures is within the power of the legislature, and the law which required a person purchasing grain to do so at a fixed weight is in harmony with legislation on the subject in both this country and England.

Every one communicated with has agreed

to henceforth follow the law in regard to this matter.

Because there is no terminal dockage on barley and oats local warehousemen have been loath to dock at country points, since the farmer sometimes regards this proceeding as inconsistent. To protect themselves, however, the warehousemen are forced to make a commensurate reduction in the price.

Under this head Mr. Feig says:

This latter system has no advantages over the regular dockage system; on the contrary I am satisfied that it operates to the disadvantage of the farmers who raise and market the cleanest grain. In many places warehouses are not as fully equipped with bins as they ought to be, and dirty and clean grain of the same kind goes into the same bin. It is shipped to the terminals in this manner and sold on its merits. This has a tendency to lower prices to the producer. It also operates to reduce or perhaps to entirely eliminate the grade. There is no doubt that millions of bushels of barley bought as No. 1 and No. 2 feed barley are converted into grade or malting barley by the common process of cleaning and otherwise improving it. I am satisfied that if barley were bought the same as wheat and docked the same as wheat there would be a great improvement in the local grade of this grain. There would be a great deal less of No. 1 and No. 2 feed, and a good deal more of No. 3 and No. 4 malting barley, and this would mean higher prices to the farmer and would have a tendency to emphasize the importance of Minnesota as a barley state.

Free storage commonly obtains, and yet many warehousemen are beginning to see the poor business principles involved in such a practice and are going back to the old system of levying charges. During the past season a number of warehouses have experienced business reverses, and several have failed entirely, but in nearly every case the trouble can be traced to lax business management.

The net receipts from all licenses issued during the year amounted to \$1,486, and the total disbursements reached the same figure.

The total number of warehouses in operation was 1,414, compared to 1,458 in 1910.

A return to legitimate trading in the French grain exchanges, which have recently been the scene of some salmon-hued manipulation, is promised by the Minister of Commerce of that country in a statement defining the government's position. While leaving to the law of supply and demand all the "free play" necessary, he believes that the government should have better supervision of the bourses in the "general interest of the country."



Rebuilt Elevator of Seldomridge Grain Co., at Colorado Springs, Colo.

Seeds

The Albert Dickinson Co. is sending its friends in the trade a useful desk clip.

Mitchell Bros. have installed a No. 5 Western Warehouse Combined Sheller in their seed plant at St. Joseph, Mo.

Admission of adulterated seeds into the United States would be prohibited under a bill introduced in Congress as H. R. 18495.

Cane is about half threshed in this vicinity; 25 cars, mostly red top cane, have been shipped from here so far this season.—M. J. Long, Panhandle, Tex.

The Clover Seed Com'te of the Baltimore Chamber of Commerce recently appointed is composed of James H. Hiss, Wm. G. Scarlett and Jno. J. Buffington.

Chicago received in February 103,900 bus. of flaxseed and shipped 83,700 bus. compared with 96,000 bus. received and 12,700 shipped in the same month last year.

The report, Feb. 10, of the seizure of a carload of timothy seed at Richmond, shipped by the Albert Dickinson Co., on account of difference in purity tests, was incorrect in every detail.

Kansas City received during February 329,642 bus. of kafir corn and shipped 235,714 bus.; compared with 179,642 bus. received and 187,500 bus. shipped in February, 1911.—E. D. Bigelow, sec'y Board of Trade.

Baltimore received 1,669 bus. of clover seed and made no shipments during February; compared with 5,612 bus. of clover seed and no shipments during February, 1911.—James B. Hessong, sec'y Chamber of Commerce.

Minneapolis received 459,300 bus. of flaxseed and shipped 299,620 bus. during February; compared with 141,700 bus. received and 29,760 bus. shipped in February, 1911.—John G. McHugh, sec'y Chamber of Commerce.

"The Eradication of Quack Grass" is the title of Farmers' Bulletin No. 464 recently issued by the Dep't of Agriculture, and may be obtained by applying to senators, congressmen or to the Dep't of Agriculture at Washington.

Flaxseed inspected prior to Feb. 22, in Manitoba, Saskatchewan and Alberta, 3,012,000 bus.; in farmers' hands to market, 3,000,000 bus.—Frank O. Fowler, sec'y-treas. Northwest Grain Dealers Ass'n, Winnipeg, Man.

Farmers should thank the foreigners for present reasonable prices of clover seed. Large imports have saved them from still higher prices. Some farmers claim that high prices are due to manipulation at Toledo. This is wrong. There is no manipulation. Scattered country bulls have been and are still the principal lings. They expect to need the seed at home.—C. A. King & Co.

Milwaukee received during February 128,320 lbs. of timothy seed, 828,095 lbs. of clover seed and 72,000 bus. of flaxseed; compared with 480,750 lbs. of timothy seed, 262,460 lbs. of clover seed and no flaxseed received in February, 1911. Shipments included 109,175 lbs. of timothy seed, 376,805 lbs. of clover seed and 25,788 bus. of flaxseed; compared with no shipments in 1911.—H. A. Plumb, sec'y Chamber of Commerce.

"Alfalfa and How to Grow It" is the title of the catalog of the Wing Seed Co., Mechanicsburg, O., containing 7 pages of valuable suggestions for farmers who would grow this profitable fodder grass, besides a list of the company's specialties.

A form of label for Bordeaux mixture that will comply with the insecticide act has been prescribed by the U. S. Dept. of Agriculture in Insecticide Decision No. 6, issued Feb. 12. The percentage of inert ingredients such as water, lime or magnesia must be stated.

The C. R. I. & P. has consented to haul free of charge all grain, feed and seed in carload lots on interstate shipments to Sherman County, Kan. Last year's drouth left the county without seeds for crops this year and the severe winter has depleted the granaries of feed.

A record order for seed grain, amounting to \$38,674, has been given to the O. S. Jones Seed Co., Sioux Falls, S. D., by the county officials of Lyman County, that state. Fifteen concerns were competing for the order, which included wheat, oats, millet, barley, corn and alfalfa.

Winter emmer will be raised extensively this year by the homesteaders and ranchers of western South Dakota. The grain growers of this region have never before experimented with winter emmer but have been encouraged by reports from Wyoming, where the plant has been successfully cultivated.

The laws of Wisconsin relating to weights and measures, effective July 5, 1911, require that seed weights per bu. be as follows: clover seed, 60 lbs.; flaxseed, 56 lbs.; rape or millet seed, 50 lbs.; Hungarian grass seed, 48 lbs.; blue grass or red top seed, 14 lbs.; timothy seed, 45 lbs., and hemp seed, 44 lbs.

Cincinnati received 31 bus. of flaxseed, 9,331 bags of clover seed, 697 bags of timothy seed and 12,782 bags of other grass seeds during February and shipped 16 bus. of flaxseed, 4,160 bags of clover seed, 1,886 bags of timothy seed and 8,856 bags of other grass seeds.—W. C. Culkins, sec'y Chamber of Commerce.

Utah alfalfa seed contains no weevil, declares J. H. Bailey, a seed dealer of that state, who is carrying on a valiant campaign to convince California buyers that such is the case. Mr. Bailey is armed with a government letter which testifies that Utah alfalfa seed is no more infected with weevil than that of any other state.

Seed grain will be bot to the extent of \$50,000 by the commissioners of Bowman County, S. D. This amount has been appropriated in order to assist destitute farmers who suffered from last year's drouth, the commissioners having already received applications for \$97,563.50 worth of seed grain. Many of the applications are backed by collateral security, but the commissioners reason that those who can furnish collateral will be able to secure seed grain elsewhere and have decided to help only those who are entirely destitute, asking no security other than a mortgage upon the coming crop.

The appropriation of \$268,000 for the Congressional free seed distribution was continued after a warm debate in the House Mar. 7. A clever flank attack on this graft was made by Representative Jackson of Kansas who offered an amendment to the agricultural department appropriation bill to have the distribution of the free seeds controlled by

the Department instead of the Congressmen. Robbed of the privilege of designating the individuals to whom the seed should be sent the Congressmen under this amendment would have lost interest in the perpetuation of the graft.

Chicago received, in the week ended Mar. 9, 368,000 lbs. of timothy seed, 77,100 of clover, 271,800 lbs. of other grass seeds and 26,700 bus. of flaxseed; compared with 246,500 lbs. of timothy seed, 179,700 of clover, 242,300 lbs. of other grass seeds and 9,000 bus. of flaxseed received in the corresponding week of 1911. Shipments for the week included 248,100 lbs. of timothy seed, 6,700 of clover, 1,269,300 lbs. of other grass seeds and 6,700 bus. of flaxseed; against 759,600 lbs. of timothy seed, 96,000 of clover, 581,400 lbs. of other seeds and 2,600 bus. of flaxseed shipped in the same week last year.

The Dominion Seed Branch has compiled a bulletin on weeds and their eradication, that will be distributed free to farmers in Canada. It contains a reprint of the Seed Control Act of 1911, of the regulations of the governor-in-council and other material relating to seed growing and testing; also illustrations of 81 weeds and 96 different kinds of weed seeds which, with descriptions, are largely taken from the bulletin entitled "Farm Weeds" that has been sold by the government printing bureau at \$1 per copy. The new bulletin is known as S. 6. It can be obtained by applying to the Seed Branch, Dept. of Agri., Ottawa, Ont.

Kansas, the "sunflower state," is importing sunflower seed from Europe. This may sound a little paradoxical, but it's true, for on Feb. 9 a whole carload of sunflower seed, billed from the "old country" to Kansas, passed thru Kansas City, Mo. The reasons given for importing seed instead of using the home product are not, it seems, that Kansas sunflower seed is inferior to foreign varieties, but that the farmers are too busy to waste time in cultivating such an insignificant plant and therefore run just a little shy on the season's yield, making it necessary to import. Twenty years ago sunflower seed was shipped east by the carload for poultry feed.

Toledo received, during the week ended Mar. 9, 1,850 bus. of clover seed, 80 of alsike seed and 730 bus. of clover seed; compared with 2,595 bus. of clover and 215 of alsike seed received in the corresponding week of last year. Shipments during the week ended Mar. 9 aggregated 4,015 bus. of clover seed against 5,460 shipped in the same week of 1911. During the month of February Toledo received 2,810 bags of clover seed, 900 bags of alsike and 110 bags of timothy seed and shipped 7,450 bags of clover seed and no alsike or timothy; compared with 7,520 bags of clover seed, 697 bags of alsike and no timothy seed received and 15,544 bags of clover and no alsike or timothy seed shipped in February, 1911.

Imports of clover seed cover many different kinds. It is almost impossible to secure the amount of the red clover alone. It is partly a matter of guesswork. We have had a friend in New York investigate carefully. Custom house officials rely partly upon the importer in order to get at the varieties. The inward manifests do not always specify whether or not it is clover seed, and when they do, they frequently do not specify the kind. Custom house officials make their compilations by the month and at present are a month behind. That would be too late for our friends. We will get the daily

arrivals by wire and try to have the guesses on the amount of red clover as reliable as possible. We suggested to the department at Washington, that the amount of red clover, which is so highly important at present be kept separate, but they have not yet complied with the request. Possibly we had better speak to President Taft when he comes to Toledo next Friday.—C. A. King & Co.

Seed testing work, both for purity and germination, has largely increased this season. Up to Feb. 153,830 samples have been received from seed merchants and farmers at the Ottawa seed laboratory, and in addition to these 1,350 samples have been received for germination test in connection with the seed supply investigation, making a total of 5,180 samples since Sept. 1, 1911, compared with 2,349 for the same period last season, an increase of 83%. At the Calgary seed laboratory the proportionate increase has been much greater. During January 2,001 samples were received, compared with 135 tested the same month last year and 1,281 received during the whole year ended March 31, 1911. The increase is almost entirely due to the seed supply investigation and the samples sent for germination test by farmers in the frost- ed areas. During January 1,421 samples were received at the Ottawa seed laboratory from seed merchants and farmers and of these 478 were cereals mostly for germination test only.—Geo. H. Clark, seed commissioner of Canada, Ottawa, Ont.

Standard samples of seed representing the minimum standards of quality on account of general appearance that will be recognized in seed testing and seed inspection work this season have been made up and distributed to seed merchants. These samples represent the standards for No. 1 and No. 2 timothy, red clover and alsike seed apart from the standards of weed seed content defined by the Seed Control Act. There are no standards for general appearance for No. 3 seed, as the minimum standards are fixed by the weed seed content only. For this season two standards for No. 1 timothy seed are recognized, the regular No. 1 and No. 1 American Standard. Owing to the abnormal conditions which prevailed last season over the timothy seed producing area tributary to Chicago and the resulting low general quality of the seed, it was decided to recognize for this year No. 1 American Standard for seed that contains even a considerably larger proportion of hulled seed than the regular No. 1 grade allows, but which complies with the No. 1 standard in regard to freedom from inert matter and other impurities.—George H. Clark, seed commissioner of Canada, Ottawa, Ont.

From the Seed Trade.

Reynolds Seed & Com. Co., East St. Louis, Ill.: Red clover is the only seed crop harvested in our locality. This was a good average crop for those who were able to get it hulled, but on account of the wet weather about one-third of the crop was never hulled.

Stiefel & Levy, Fort Wayne, Ind.: We believe that the acreage of clover and timothy will be the usual amount and that the high price of both these seeds will not cut any figure as far as the acreage sown is concerned. The quantity of seed carried over is practically nothing.

Hamilton Seed & Coal Co., Cedar Rapids, Ia.: We believe there will be a decrease in the acreage on practically all varieties of seeds, owing to high prices.

We find that many farmers who call upon us with the intention of buying four to ten bushels are buying only two and there is very little or no seed carried over in this vicinity.

Geo. T. Fielding & Sons, Manhattan, Kan.: The average of alfalfa will be increased as usual in this locality but little other grass seed will be sown on account of the prohibitive prices this year. Much of last year's alfalfa seed, perhaps 30 or 40 per cent, is still in the hands of farmers.

Farmer Seed & Nursery Co., Faribault, Minn.: The bulk of the seed grain produced in this section is practically in the dealers' hands. Very little grain will be held over for the coming season. Under favorable conditions large quantities of clover, timothy and alsike are grown here, also some alfalfa clover.

Culver City Grain & Coal Co., Culver, Ind.: We believe the high price of clover, alsike, timothy, alfalfa and blue grass will have a great deal to do with farmers sowing. Up to date our sales of these seeds have been very light. No seed will be carried over in our county and a very small acreage will be sown. Young clover looks bad, as there is no snow on the ground to protect it.

Mead Grain Co., Ft. Scott, Kan.: We look for the demand on grass seeds of all kinds to be cut at least 50 per cent from normal this year. Especially will this be true in the case of timothy, as practically all that was sowed last spring was lost. The price is more than 50 per cent higher this year and our farmers say they will let their fields grow up in weeds before they will pay such values. However, we hope they may change their minds when conditions are more favorable for sowing. No seeds of any kind were carried over from last year.

NEW KANSAS ELEVATOR.

An up-to-date elevator has recently been completed for the L. C. Adam Mercantile Co., at Cedar Vale, Kan., and is shown in the engraving herewith.

The basement is of cement concrete and the building is covered with corrugated iron. This construction, with the engine room detached, gives it the lowest rate of insurance possible on a house of wood. Its capacity is 12,000 bus.

The equipment includes a double dump,

two elevator legs, Ohio Sheller, Barnard & Leas Cleaner, feed roll, meal bolting outfit, gasoline engine, wagon and hopper scales and Richardson Automatic Sacking Scale. The building was planned and erected by the P. H. Pelkey Construction Co.

Grass Seeds in Illinois.

Illinois produced in 1911 46,135 bus. of timothy seed, with an average price per bu. of \$5.75; in 1910 51,112 bus., \$3.55; in 1909 80,066 bus., \$1.85; in 1908 53,000 bus., \$1.65. Of clover seed in 1911 43,282 bus. were produced, with an average price per bu. of \$10.25; in 1910 49,092 bus., \$7.70; in 1909 43,041 bus., \$6.50; in 1908 41,348 bus., \$5.00. The production of Hungarian and millet seed in 1911 reached 17,452 bus., with an average price per bu. of \$1.00; in 1910 26,754 bus., \$1.10; in 1909 39,588 bus., \$.95; in 1908 14,770 bus., \$.85.

The counties leading the state in the production of timothy seed in 1911 are: Bureau, 6,862 bus.; De Kalb, 7,862 bus.; Kane, 1,474 bus.; Lee, 7,066 bus.; Ogle, 1,052 bus.; Sangamon, 1,135 bus.; Effingham, 3,597 bus.; in 1910 they were: Bureau, 6,879 bus.; De Kalb, 7,862 bus.; Kane, 1,638 bus.; Lee, 5,653 bus.; Ogle, 1,267 bus.; Sangamon, 1,891 bus.; Effingham, 7,195 bus.

The counties leading the state in the production of clover seed in 1911 are: Livingston, 2,978 bus.; Champaign, 1,523 bus.; Edgar, 1,721 bus.; Montgomery, 2,172 bus.; Scott, 1,451 bus.; Randolph, 3,160 bus.; St. Clair, 3,408 bus.; White, 2,058 bus.; in 1910 they were: Livingston, 5,957 bus.; Woodford, 1,843 bus.; Henderson, 1,492 bus.; Iroquois, 1,442 bus.; De Kalb, 1,394 bus.; Edgar, 2,649 bus.; Ford, 2,286 bus.; Randolph, 4,716 bus.; Champaign, 2,086 bus.; Coles, 2,745 bus.; St. Clair, 3,043 bus.

The counties leading the state in the production of Hungarian and millet seed in 1911 are: Cook, 1,581 bus.; Kankakee, 5,016 bus.; Lake, 1,033 bus.; Peoria, 1,868 bus.; Coles, 2,514 bus.; Moultrie, 1,023 bus.; in 1910 they were: Cook, 1,976 bus.; Kankakee, 4,777 bus.; Lake, 1,033 bus.; Peoria, 1,868 bus.; Coles, 10,056 bus.; Moultrie, 1,023 bus.; Hamilton, 540 bus.; Edgar, 443 bus. From Statistical Report of the Illinois State Board of Agriculture for Dec. 1, 1911, by J. K. Dickirson, Sec'y, Springfield, Ill.



New Elevator at Cedar Vale, Kan.

Feedstuffs

At the monthly meeting of the Ohio Feed Dealers Ass'n at Cleveland Feb. 21 the date of the next meeting was postponed to Apr. 18, at Cleveland.

The National Warehouse & Storage Co. of East St. Louis, Ill., has registered trade mark No. 59,630, consisting of the word "Dixie" to designate its horse feed.

Milwaukee received 3,278 tons of feed and shipped 13,194 tons in February; compared with 5,500 tons received and 17,702 tons shipped in February 1911.—H. A. Plumb, sec'y Chamber of Commerce.

Minneapolis received 4,505 tons of feed during February and shipped 51,947 tons; compared with 2,567 tons received and 46,693 tons shipped in February 1911.—John G. McHugh, sec'y Chamber of Commerce.

The Texas feed department has ruled that it will no longer allow a feed put out under the name of wheat bran to contain 2% of mill-run screenings. Such a feed must be free from any foreign matter whatever. It intends to limit bran to the outer covering of the wheat.

Los Angeles, Cal.—The tendency of barley to rise to unheard prices, irrespective of the market value of wheat and corn, is causing much trouble among the feed dealers of this section of the country. Barley is our principal horse feed. Eastern brewers have been buying so much barley here this season that some owners of horses are using cheaper feed from the east.—A. E. Clutter.

Limitations for the chemical constituents of feedstuffs have been prescribed in a law passed recently by the state legislature of Mississippi. The law forbids any dealer to sell for use in the state any commercial feedstuffs which does not contain at least 3½ per cent of crude fat nor less than 13½ per cent of crude fat and protein taken together. In no instance may a feedstuff contain more than 12 per cent of crude fiber, except cow and ox feed containing cottonseed or its by-products, which must be so branded and which must conform to the crude fat and protein specifications laid down for other feedstuffs. Violation of the statute is punishable by a fine of \$100 or imprisonment in the county jail for 6 months, or both.

W. L. Boyett, state feed inspector of Texas, has issued instructions requiring the analysis of a live stock feed, that is printed on the tax tag attached to the package, to be actually printed and not put on with a rubber stamp, as the law, under which live stock feeds are inspected, specifies that the analysis shall be plainly printed. Many tags sent in from consumers have been hardly legible and many manufacturers have used a rubber stamp. Carelessness in handling the stamp caused it to blur and often the tag caught only a part of the stamp. The information required to be printed on the tax tag states the number of net lbs., name of feeding stuff, names of ingredients if mixed, percentage of ingredients when adulterated, manufacturer's name and address, place where manufactured, date of manufacture; and the guaranteed analysis giving the percentage of protein, fat, crude fibre and nitrogen free extract. All of which adds to the high cost of living, and the consumer pays the bill.

The claim that alfalfa may some day usurp the time-honored place of wheat in the making of bread can no longer be considered a "bear story." Dr. W. X. Sudduth, after many years of investigation, announces that it is practical. "I have found that in addition to its high food value, alfalfa contains a laxative principle which makes the bread a natural nutritive alternative with decided medicinal qualities," says the doctor. "It relieves dyspepsia and constipation and builds up the run-down system. The plant should be cut before the buds form so as to get the greatest amount of protein and a minimum quantity of woody fiber, and that it should be cured so as to retain the leaves, which are exceptionally rich in protein and to preserve the natural green coloring called chlorophyll, nature's greatest digestive element." *Next!*

Misbranding of cracked corn in violation of the Food and Drugs Act was the charge on which S. D. Scott & Co., Norfolk, Va., was fined \$25 and costs in the U. S. District Court. The allegation stated that the defendant had shipped a quantity of cracked corn labeled thus: "Cracked Corn. 80 lbs. Guaranteed Analysis 10% Protein, 4% Fat, 4% Fiber. Mfg. by S. D. Scott & Co., Norfolk, Va." Analysis of a sample made by the Bureau of Chemistry of the U. S. Dept. of Agri., showed the following results: Moisture, 12.14 per cent; ether extract, 3.10 per cent; protein, 8.25 per cent; crude fiber, 1.93 per cent. Misbranding was alleged for the reason that the product was labeled so as to deceive and mislead the purchaser in that the label bore statements that were false and misleading, to wit, that the product contained 10 per cent protein and 4 per cent fat; when, in fact, it contained less protein and fat than that stated on the label.

Tri-State Feed Dealers Meet.

The Tri-State Retail Feed Dealers Ass'n held its regular mid-winter meeting at the Arlington Hotel in Binghamton, N. Y., on Feb. 27. Pres. Chas. L. Carrier opened the business session with a few well chosen remarks in which he made an earnest plea for greater individual effort on the part of members in order that the organization may take its true place in trade affairs. Delay in transit of cars of feed during the winter period of high prices was then taken up and discussed. The railroads were censured because of their practice of securing single cars at various times and after more or less delay "dumping" them all on the receiver, who has often been forced to exert himself to the utmost in order to get the cars unloaded before the demurrage deadline was reached. In the meantime, while the railroad was getting ready to make the delivery, prices have gone down, and of course the dealer was out just that much.

Prof. H. H. Wing, of the Dep't of Animal Husbandry at Cornell University, then talked on "Commercial Feeding Stuffs from the Farmers' Standpoint." He said that consumers did not want feeding stuffs gilded, sweetened or "fixed up" by the dealers, since most of them (the consumers) knew how to do the mixing themselves and preferred to receive natural products as they came from the farm or factory. He cited some statistics dealing with the law limiting the amounts of crude fat, protein and fiber allowed in feeding stuffs and then commented:

"What is that protection good for? In 174 samples of mixtures of foods ana-

lyzed the examination showed that in 96 out of the 174 something that was not in the formula was included, or something left out. Now, when law is evaded in more than one-half the cases you are in mighty bad company.

"Out of 125 different analyses of single feeds 22, or 17½ per cent, were low in protein; 14, or 11 per cent, were low in fat; 15, or 12 per cent, were high in fiber. That is, I should say, a pretty fair compliance with the law.

"Now, how about *mixed* foods complying? Out of 174, 23, or 13 per cent, were low in protein; 20, or 11½ per cent, low in fat; 43, or nearly 25 per cent, of the mixtures, were comparatively higher in fiber. This is hardly a close enough correspondence to the law to warrant us in placing much reliance as to percentage of fiber. We expect to get bit once out of four times, and we don't consider that that is close enough."

J. J. O'Hara, Deputy Supt. of Weights and Scales in New York State followed with a talk on the new balance ball ruling on scales. Resolutions were adopted requesting wholesalers not to sell feed to farmers in carload lots, on the ground that it interfered with legitimate retail business. Resolutions were also adopted commending the Bureau of Chemistry for its attitude toward sulphured oats and grain liable to deteriorate in transit.

The banquet held in the evening was a pleasant relaxation from the heat of the business session. Pres. Carrier acted as toastmaster and kept the dealers in an uproar with his witticisms. The speakers were B. H. Gitchell, Sec'y of the Binghamton Chamber of Commerce, L. M. Wilson, Binghamton, J. P. E. Clark, Binghamton, Frank C. Jones, Bullville, N. Y., J. C. Harrington, Montrose, Pa., and Prof. H. H. Wing. Some of the talks were serious, while others were in lighter vein. The meeting was voted by all who attended as "the best yet."

A NEW PROBLEM FOR DR. Wiley.

Hexamethylanamin! This is not a swear word, but merely the innocent result of a series of experiments with poultry. For it seems that while Dr. Wiley has been busy getting a half-nelson on the sin-sodden grain trade some genius has actually evolved a certain subtle embalming concoction which, if fed to hens, will enable them to lay eggs absolutely immune from decay or decomposition of any sort for all time to come.

"Such a discovery as this," says the Journal of the American Medical Ass'n, "can scarcely elude the grasp of the astute poultry producers and egg embalmers."

That's all right, but how is Dr. Wiley going to tell, just by looking at a hen, whether or not she is addicted to the hexamethylanamin habit? Of course, if he has cracked the two old chestnuts: "Now old is Ann?" and "Why does a hen cross the road?" he will no doubt have little trouble in handling this flank attack from the barn-yard.

Raising alfalfa in Kansas looks like a pretty good proposition unless the camera has given a wrong impression in the post card pictures of a harvest in Norton County, which is being sent out by F. D. Coburn, Sec'y of the State Board of Agri. The card states that they have four or five cuttings in a season of the kind shown in the picture.

MEETING OF SOUTH Dakota Farmers' Grain Dealers Ass'n.

The annual convention of the South Dakota Farmers' Grain Dealers Ass'n was held at Mitchell, S. D., on Feb. 21, 22 and 23, with an attendance of about 500 managers and farmers. An interesting program was arranged on which were many excellent speakers. All meetings were held in the city hall.

The opening session was called to order at 2:00 p. m. on Wednesday by Pres. O. D. Anderson, of Corsica. Most of the topics discussed dealt with the history of the co-operative movement, its future, and most vital problems.

In the evening the delegates were addressed by Hon. E. G. Dunn, Ex.-Sec'y of the Iowa Farmers' G. D. A.

On Thursday morning the com'ites on Credentials and Resolutions were appointed.

Thursday's sessions were given to discussions on management of farmers' elevator companies and their most important problems. Iver S. Henjum, Sec'y National Mgr's. Ass'n, and E. J. Oyan gave interesting addresses. Both of these gentlemen have had long experience in the grain business.

J. A. McGovern, of Madison, S. D., and J. M. Anderson, of Fargo, N. D., spoke on book-keeping systems and auditing of the books of a farmers elevator. This is a very important subject, and it was encouraging to see the interest shown in this matter by almost all of the delegates.

It is difficult to find a system which will be satisfactory to all managers, and no decision was reached, altho there was some talk of adopting a uniform book-keeping system for farmers elevators. However, it was the general opinion among the managers that a competent auditor shud be hired by the State Ass'n to audit the books at each eltr. at least four times per year.

On Thursday evening Hon. Chas. Adkins, Speaker of Illinois House of Representatives, addressed the delegates on the subject of "Co-operation and the Common People."

During the balance of the evening the grain dealers were guests of the Mitchell Commercial Club at a Washington Birthday anniversary entertainment.

The business session and election of officers was held on Friday. Pres. O. D. Anderson, of Corsica, and Sec'y-Treas. J. T. Belk, of Henry, were unanimously re-elected. There was, however, a warm contest in the election of the board of directors, resulting in the election of the following:

Matt Wauken, Britton; E. H. Day, Clark; W. H. Meiss, Geddes; W. M. Seipp, Grover; L. J. Larson, Plankington; A. E. Fox, Winfred; H. G. Solem, Baltic.

The place for holding the next convention will be chosen by the board of directors.

CONVENTION NOTES.

J. L. Plantz exhibited an Atlas Car Mover.

C. E. Woods was in attendance from Milwaukee.

Machinery men in attendance were M. O. Schoop and L. J. Swanson.

From Sioux Falls were B. V. Loosemore and M. S. Foresdahl.

Some of the boys enlisted city authorities in an attempted joke perpetrated against Mgr. Henjum.

Fire insurance men present were: J. J. Fitzgerald of Grain Dealers Nat. Fire Ins. Co.; and Milo D. Bassett.

Among those from Chicago were L. L. Druley, of J. H. Dole & Co.; Geo. B. Marble, of Carl F. W. Pfeiffer; J. A. Waring; J. A. Grisdale.

Gould Elevator Co. distributed a Handy Grain Table showing the relative values per bushel of any kind of grain, and its worth per ton; also a table showing freight rate per bushel at a given rate per 100 lbs.

Dr. Wiley's interpretation of the Food and Drugs Act was not discussed in the convention, but individual delegates showed much interest and expressed decided opposition to such radical action as proposed by Dr. Wiley.

Minneapolis sent M. C. Johnston, of F. M. Davies & Co.; H. S. Roberts of H. L. Hankinson & Co.; P. M. Ingold and G. Blanchard, of Gould Elevator Co.; John Beggs, S. A. Dalton, H. W. Lambie, H. F. Shepherdson, E. C. Crossman, H. M. Parker.

Among the managers in attendance were: Nick Kirsch, Watertown; A. W. Lavender, Yankton; Edmund A. Berven, Lyons; Riley Garton, Platte; A. E. Fox, Winfred; J. J. Overholtzer, Alcester; E. J. Oyan, Baltic; W. F. Quinn, Turton; Carl Derr, Rutland; F. L. Ryan, Mt. Vernon; J. F. Pinches, Alexandria; S. A. Roberts, Crandall; Gus Devitt, Harrisburg; L. A. Hagen, Hecla; N. F. Conway, Plankington; L. N. Lewison, Elk Point; H. C. Rice, Bryant; Alfred Elgaam, Morefield (Renner P. O.); A. C. Ruddy, Raymond; W. P. Manning, Fairview; J. C. Nicholson, Henry; C. E. Richmond, Clark; H. H. Menzie, Geddes; M. R. Otter, Garden City; I. S. Henjum, Hartford; Peter Johnson, Naples; J. A. McGovern, Madison.

The International Institute of Agriculture, at Rome, in a cable Feb. 17, to the U. S. Dept. of Agri., reports: The area planted to winter wheat this season in Hungary (including Croatia and Slavonia) is 8,926,000 acres; to winter rye, 2,544,000 acres; to winter barley, 160,000 acres. The area planted to winter wheat in Roumania is 5,041,000 acres; to winter rye, 282,000 acres; and winter barley, 91,000 acres. The area planted to winter wheat in Japan is reported as 1,196,000 acres; and winter barley, 3,000,000 acres.

The Illinois and Interstate Good Roads Ass'n held a convention in the Auditorium Hotel, Chicago, Feb. 12, Lincoln's birthday. One of the reasons for fixing the convention on that date was the sentiment surrounding the problem now before Congress as to just how the \$2,000,000 appropriation for a Lincoln memorial shall be expended. It has been suggested that rather than pay out this money for some great triumph of the sculpture's art it would be better to build a memorial highway from Washington to the battlefield of Gettysburg.

Exports of breadstuffs during the seven months prior to Feb. 1, 1912, included 1,358,025 bus. of barley, 24,178,605 bus. of corn, 1,006,553 bus. of oats, 1,936 bus. of rye and 24,466,802 bus. of wheat, compared with 8,164,227 bus. of barley, 24,951,120 bus. of corn, 875,374 bus. of oats, 119 bus. of rye and 17,016,164 bus. of wheat during the seven months prior to Feb. 1, 1911, making a total in values of \$74,576,317 for the 1912 period and \$64,963,266 for the 1911 period, according to O. P. Austin, Chief of the Bureau of Statistics of the Dep't of Commerce and Labor.

A. H. BENNETT, TOPEKA.

Arthur H. Bennett of Topeka, Kansas, was born near Chicago, Ill., on May 9, 1869.

He removed to Clay County, Kan., with his parents in 1878, and in 1888, went into the office of Isaac H. French, a grain dealer of Clay Center, Kan., who has since removed to Champaign, Ill.

Being desirous of attaining a thoro knowledge of the grain business in all its branches, he went to Kansas City in 1891, where he spent three years on the Board of Trade.

In 1898 he went to Topeka, and bot an interest in the Capitol Elevator, which he shortly afterward sold, and since that time has been handling cash grain in carload lots, particularly Kansas Turkey Wheat to eastern mills, under the business name of The Bennett Commission Co.

During his 24 years of continuous activity in the grain trade, he has established a wide acquaintance, and made many friends. He was for five years the Chairman of the Arbitration Committee of the Kansas Grain Dealers Ass'n, during which time not a single award of that Committee was reversed; and for seven years was a member of the State Grain Inspection Appeals Committee.

He is active, aggressive, thoroly up to date in the business which he has chosen for his life's work, and is considered one of the best judges of grain in that State. More than one hundred of the Grain Dealers of Kansas wrote the Governor in 1910 requesting his appointment as Chief Grain Inspector.

His last honor was to be elected vice-president of the Kansas Grain Dealers Ass'n.



A. H. Bennett, Topeka, Kan., Vice-pres. Kansas Ass'n.

ORDER BILLS OF LADING.

[From an address by Brandt C. Downey before Indiana Grain Dealers Assn.]

The present world-wide discussion of bills of lading is the result of dishonest practices by cotton and grain brokers and dealers, involving an estimated loss of \$5,000,000 to the Banker in the last four or five years. You all appreciate the grave situation a business finds itself in that has had its credit impaired at bank through loss of confidence. Right now, because of a threatened lack of confidence, every interest—grower, shipper, carrier and bank—is equally concerned in the satisfactory adjustment of this perplexing question. It is not a matter for sarcastic, bitter discussion between shipper, carrier and bank, where each seeks to place all the burden on the other without regard to equity or law. Rather should they search out the rights of each, so as to reach an absolutely safe ground for all. If you would handle grain bills in cash, you must make them as safe as the checks you deposit.

How to do this with equity to all interests is the question uppermost in the minds of dealer, carrier and banker. The American Bankers Ass'n has had a committee of leading bankers working on the Bill of Lading subject for four years. Rep. Stevens of Minnesota introduced a Bill in Congress which is the result of this committee's work.

The Stevens Bill was again introduced April 13, 1911, and referred to the House Committee on Interstate and Foreign Commerce. The same day the bill was introduced in the Senate by Senator Clapp of Minnesota and other bills referring to the subject were introduced, among them one by Congressman Adamson of Georgia, the new Chairman of the House Committee on Interstate and Foreign Commerce. One provision of the bill makes it unlawful for any bank or officer or agent thereof to accept a bill of lading as security "without first ascertaining by actual inquiry and investigation that the shipment described in the bill of lading was really delivered to the carrier, with fine and imprisonment for non-compliance and an added liability of the bank to subsequent holders for all losses sustained by reason of any such false bill. How many bills of lading would banks handle with such a provision in the law as that?

The purpose of the Stevens bill No. 4726 "is to raise the bill of lading to the standard of a valid instrument of credit by making a bill good in the hands of a holder for value," altho issued without the goods having been received or where the goods have been delivered without taking up the bill. The Stevens Bill also provides further that an altered bill shall be good for its original tenor, and contains certain provisions relating to the form and contents of the bill which have been recommended by the Interstate Commerce Commission.

In view of the fact being given to such a vital problem of the economic life of this the wealthiest and most favored Nation on God's foot-stool, I invited the ideas of many of our leading Bankers. Whether you appreciate the gravity of the situation or not I shall take the liberty of quoting from these, mentioning localities without names:

INDIANA BANKERS.

ONE SAYS: "Have just had a talk with a grain firm and they say that the present bill of lading is inadequate and that the Grain Dealers Assn. is now formulating a new bill which it hopes to put in general use in the future. One of its new features is that the receiving bank will be required to know that the signature of the railroad

official issuing the bill is genuine, which will necessitate the bank having the various railroad agents' signatures on file. Another feature is that the number of pounds in car must be indicated in two ways, viz: By figures in the body, also by some perforation that cannot be altered in any way. There are other changes to be made which in our opinion will meet the requirements of the most conservative bank."

CHICAGO BANKERS.

(a) "IN MY OPINION there is no element of safety at the present time in or about a bill of lading except the moral hazard of shipper and endorser. At the numerous conferences we have attended, the question would sift down to the fact that the only safeguards in the bills are the strength and reliability of the depositor. We quite agree with you that the bills are often imperfectly drawn and that no means are at hand in determining the genuineness of the document, and here again you will readily see that the moral hazard plays an important part and can be taken as a guide for the acceptance of the bill offered.

(c) "BILLS OF LADING are at the best rather uncertain collateral. In handling bills of course it is necessary, like other transactions, to know your customer well and depend largely on that. Except in a few states the railroad does not guarantee the number of articles listed in a bill. Even tho signed by its accredited agent, it would only be liable for the amount received and not guarantee quality, but only gives list as furnished by the shipper. The forms are distributed rather promiscuously and it is easy for a dishonest person to send out forged bills."

CINCINNATI BANKERS.

(a) THERE is no uniform law throughout the states in regard to bills of lading. In one of the Southern states, I believe, the law is that when a bank collects from a local customer money against a bill of lading draft, the bank shall retain the money for forty-eight hours. We do not know what the purpose of this law is, unless to furnish the opportunity for the local consignee to ascertain whether the goods which are covered by the bill of lading are up to the sample or not, and in order that he may have, if they are not, recourse in law against the money before it has left the state.

We have understood also that some states in their appellate decisions have gone so far as to hold the endorser of bill of lading drafts responsible for quantity, quality and character of the goods.

NOTICE.

This bank hereby notifies all concerned that it is not responsible either as principal or agent for the quantity, quality or delivery of goods covered by or the genuineness of this Bill of Lading.

The National Bank,
Cincinnati, O.

The bill of lading is a prominent subject of discussion at every State Bankers' Ass'n, and was the discussion for a whole day at the New Orleans meeting.

NEW YORK BANKERS.

THE PRACTICE of taking grain drafts with bills of lading attached has always been subject to considerable risk as to the genuineness of the bill of lading. At present in the United States courts, and in some of the state courts, a railroad company is not liable in respect to a bill of lading which has been issued by its local agent, either fraudulently or carelessly, without the actual shipment of the grain represented thereby—these courts attributing to a bill of lading nothing more than a contract on the part of the railroad company with the owner of the grain to transport the grain represented thereby, and not treating the bill of lading as a certificate of the fact that such grain has been actually loaded for shipment.

It would therefore seem wise, if not necessary, for a bank lending upon a bill of lading to get the assurance of the railroad company issuing the bill that it is genuine and covers the actual shipment therein described.

In view of these risks attending dealings with bills of lading, our bank avoids any dealings with bills of lading except for customers of approved standing and responsibility.

(B) THE QUESTION is certainly a conundrum, as we know of no way by which you can feel absolutely safe in handling bills of lading covering railroad shipments. The best safeguards, however, are first to make sure to have an order bill of lading; second, to make inquiry of the railroad agent; (a) as to his having issued such a bill of lading, (b) that the goods have been received by him.

In many cases the railroad has successfully maintained a position of not being responsible for its agent's signature where the goods were not actually received.

BOSTON BANKERS.

(A) THE B/L situation has been very perplexing for a number of years. The question of liability is so unsettled and the decisions of courts in different states so liable to conflict that we dislike to handle bills of lading except where we are satisfied as to the responsibility of the parties with whom we are dealing. We prefer not to endorse them except without recourse.

(B) WE DO not handle very many acceptances of this kind except those that come to us through our country banks and with their endorsement on the paper we have felt that we were well enough secured. I think it is up to every individual bank handling this class of paper to look into the personal character of the men who are in the grain business and know that they are above manipulating the matter to the disadvantage of the bank.

BALTIMORE BANKERS.

(A) SO FAR as our bank is concerned, we seldom accept drafts with bill of lading attached as cash, or loan money on bills of lading for grain. In my humble judgment the banks will never be safe in accepting this class of security until laws are enacted making the railroads absolutely responsible for the acts of their agents. While they claim this would be impractical, I cannot see why they cannot divide the United States off in zones, and have a reliable man in each one who would be thoroughly familiar with the signatures of the various agents.

As soon as an agent gives a shipper a bill of lading for a car of corn to be shipped to Indianapolis, let him mail a duplicate to the superintendent of the district in order that his signature may be certified to, and then let the superintendent mail the duplicate to the consignee in Indianapolis. Before he could secure a loan from any of the banks of Indianapolis he would have to hypothecate the original bill of lading, as well as the duplicate, which would be approved by the superintendent.

A great many of the bills are carelessly drawn. This should be corrected.

I do not see why the railroads should object to guaranteeing the signature of their agents any more than the banks agree to guarantee the signatures of their depositors.

Baltimore banks were defrauded recently thru forged bills by two very prominent grain firms. As a result last month a Clearance Bureau was established by the Baltimore Clearing House Ass'n and assenting members of the Baltimore Chamber of Commerce.

In brief the provisions of the agreement are:

"Banks or other collecting agency in this city upon receiving for cash or for collection, from out of town correspondents, drafts with 'order' bill of lading attached and payable in Baltimore, and drawn on merchants assenting to the plan, shall, before presenting such drafts for payment, impress or write upon the reverse of each and every 'order' B/L received, and to be mutually signed by the cashier or other duly accredited agent, the following statement, to-wit:

"This bank hereby notifies all persons that in collecting the draft to which this bill of lading was attached, it is acting as a collecting agency only and is not responsible for the genuineness of this bill, nor for the quantity, quality or the delivery of the goods called for thereby, nor for the genuineness of the endorsements thereon."

All banks, parties to the agreement, shall engage that without exceptions for any cause, or from any customer, they will accept as collateral only bills upon which such signed impression or writing shall appear, or upon which in its absence shall appear in writing a statement signed by the proper agent of a delivery carrier in this city to the effect that such carrier has a manifest or other evidence of genuineness.

Merchants entering the agreement shall engage that they will not offer or attempt to pledge with any banking institution in this city any bills of lading not vided as indicated and further that should they find that any bank or collecting agency in this city required certificate, the drawees of drafts having attached thereto bills upon which the desired certificate is not furnished, shall forthwith advise the markers of the drafts that future drawings must be so routed as to reach one of the banks co-operating in the agreement and at the same time naming the banks assenting thereto.

The bureau has arranged to obtain from the delivery carrier in Baltimore early information first of the presence of manifest or way bill confirming genuineness of outstanding Bs/L and second, report of arrival of goods at destination. Banks are asked to send daily the Bureau a list of bills accepted as collateral on such day, and receive from the Bureau its report on

cars previously listed for tracing, all on forms now being prepared.

ANOTHER PROMINENT Baltimore banker, familiar with the above situation, writes as follows: "We have had innumerable conferences with representatives of the different sides of the problem and have found it to be so involved, each interest having its own particular points to protect, as to make it seem at times almost impossible that we should ever attain any result.

"We started out with a very ambitious and comprehensive measure before Congress and after a while learned that it would be necessary to cover one point at a time if we hoped to get anything. Investigation and experience have proved that the one thing which has tended more to disturb confidence in the order B/L as we see it, arises from the fact that the carriers under the law as at present interpreted by the Supreme Court are not responsible for the acts of their agents in issuing such bills.

"It is, therefore, required that Congress should enact a law before we can effectively reach the root of the evil. A measure known as the Stevens Bill is now in Washington. It is a short bill and is simply intended to cover the single point, namely, the responsibility of the carrier for an agent's act. As things are now two railroads at a junction point in competition for business will deliberately permit their agents to issue their bills on promises for shipments to be delivered in a day or two. If a shipment is forthcoming well and good, but if not the courts hold that the railroad is not responsible, as the agent had not been authorized to receipt for goods not actually in possession.

"If we could secure the passage of the Stevens bill we would not care whether goods were ever received so long as the carrier was good. I take it, however, that under such circumstances very few such bills would be issued and furthermore the time would be past at which it is possible to go into any station in the land and obtain a bunch of such blank forms for the asking. On the contrary the forms would then be prepared in bound volumes, all properly numbered and accounted for in exactly the same way as is now done in connection with tickets. The fairness of the arrangement is so obvious that one can only understand the attitude of the carriers toward it on the general theory that the railroads have never been known to do anything until compelled, which fact will account for the general attitude of the country towards those corporations.

"It would be a comparatively simple matter for the banks to decline to accept such bills as collateral, but for them to do so with one accord would simply work chaos in the business world and their forbearance must not be set down to selfishness. Meanwhile, under present conditions, losses are being met with all along the line. Four banks in Baltimore a month ago lost among them \$300,000 on bills fraudulently made out by their customers, who by reason of the very ease with which the forms can be obtained and the carelessness with which they are almost always prepared, are under constant temptation to do wrong, whereas should the carriers themselves be careful in the issuance of a carefully prepared document of title the chance of fraud would be diminished to a disappearing point.

"Of course no bank expects a railroad to guarantee it against actual fraud, but it does expect that the public service corporation should do all within its power to minimize risks to the business world in a matter in which otherwise it can have no possible protection.

"I hope you can assist in bringing such pressure to bear upon Congress as will make certain the passage of our bill. In doing this you will find that they will be putting money into shippers' pockets as most certainly as a result of the increasing knowledge now owned by the banks it will be found more and more difficult to have order bills as now issued seriously considered as security.

"I am enclosing a circular letter which will explain to you a plan we propose to use as a temporary expedient in Baltimore. Here again we have had to change the plan as outlined in the paper for the reason that after the local offices of the carriers in Baltimore had agreed to the proposition their superiors overruled them in line with the general policy to wear out everyone proposing the change no matter how desirable it might be. Instead of the railroads giving our Bureau the requested information upon their own initiative we are to be required to ask for information of specific cars, which is promised to be furnished.

"I hope I am wrong, but in my judgment I think it will be found that the railroads in furnishing the information will be so very slow and indifferent as to give us only

negative results. In such case some banks at least will simply cut the knot by advertising the fact that they will not loan money on Bs/L until Congress enacts a proper law."

DECEASE OF JOHN S. METCALF.

John S. Metcalf, pres. of the John S. Metcalf Co., Chicago, engineers and builders of grain elevators, died Mar. 4 at his home in Evanston, Ill., of heart trouble, at the age of 65.

Mr. Metcalf was one of the pioneers in the building of concrete elevators. He was born in Sherbrook, Province of Quebec, Canada, in 1847, and received his education in the district schools of Cookshire and in Cookshire Academy.

In 1870 he came to the United States and located at Indianapolis, where he constructed Elevator A. Following its completion he was superintendent of operation until 1881. In the meantime Mr. Metcalf had made a thoro study of the problems involved in the construction of grain elevators, so that in the same year he became superintendent of construction for a prominent grain firm of Indianapolis. He engaged in this work for three years. He then became Superintendent of operation for the Burlington & Mississippi elevator at Burlington, Ia., where he continued until 1887, when he located in Chicago, forming a partnership with T. K. Webster and James McDonald in the building of grain elevators. The firm was known as the Metcalf, McDonald Co. and continued until 1894, when it was dissolved.

John S. Metcalf Co., the present firm, was then formed, with Mr. Metcalf as pres., and the business grew to such a volume that the organization of a branch, John S. Metcalf Co., Ltd., of Montreal, was found necessary.

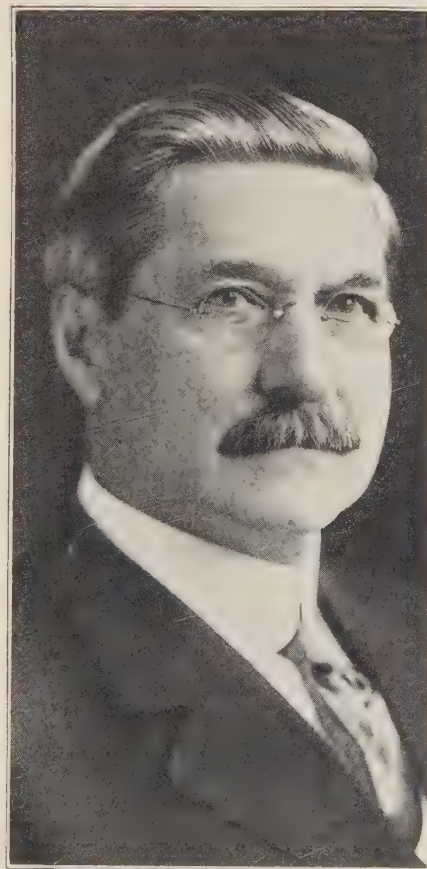


Photo by Matzene.
John S. Metcalf, Deceased.

John S. Metcalf Co. has constructed some of the largest elevators in this country and in Canada. Included in the list are the Burlington elevator at St. Louis, the Chicago, Burlington & Quincy elevator at East St. Louis, the Missouri Pacific elevator at Kansas City, the Southern Pacific elvtr. at Galveston, the Manchester Ship Canal elvtrs., at Manchester, Eng., and the Canadian Pacific elvtrs. at Victoria Harbour, Ont. Some of these structures have capacities exceeding a million bushels.

Mr. Metcalf was a man of wonderful business activity and is responsible for many new ideas in building grain elevators. He is survived by a widow and three daughters.

BILLING CONSIGNMENTS.

BY A. H. BEWSHER.

If you were going to sell a horse, you would not commission the prospective buyer of that horse to sell it for you. If you were shipping a car of stock, you would not ship it to the packer to set his own price on it. What would be the use of paying a commission to a man for selling something to himself? Instead you would send it to a reliable commission man, who knows values, and who would work out of your car every fraction of a cent there was in it for you.

WHY BE LESS CAREFUL with your grain shipments? Why ship them to some one who may "buy them in" for their own account? The Omaha market, under its rules, does not permit "buying in" grain directly. In fact it has tried through every means possible to prevent the practice. It has not, however, been possible for the market to prevent the organization of subsidized companies. It has cost hundreds of dollars to organize these subsidized companies and when organized, the "buying in" practice is legalized. It must strike you that there is a very strong inducement to justify the expenditure of money necessary to organize a subsidized company, otherwise they would not exist. You can prevent this "buying in" of your shipments and feel sure that every fraction is worked out of them for you, if you will.

ALWAYS BILL CONSIGNMENTS to a strictly consignment house. You thereby have the assurance that your grain will be sold on its merits in an open competitive market and not shoved under a table or pushed into a drawer or left neglected to be finally "taken in" at a price that the buyer thinks will satisfy you.

Were I in the grain business I would surely want the Grain Dealers Journal, for I found it of great value to the country dealer.—W. W. Stone, West Bend, Ia.

I am well pleased with the Grain Dealers Journal; have had much valuable information out of it.—O. H. Rosenberger, agt. R. F. Cummings Grain Co., Papineau, Ill.

As the joint com'te on uniform grades the following have been appointed by John M. Dennis and E. H. Culver: Representing G. D. N. A.: Marshall Hall of St. Louis, A. K. Taylor of Milwaukee, E. P. Peck of Omaha, E. L. Rogers of Philadelphia, J. H. Cofer of Norfolk, J. C. F. Merrill of Chicago, and John M. Dennis of Baltimore. Representing the inspection departments: W. Scott Cowen, Chicago; Geo. P. Powell, Omaha; F. B. Tompkins, Peoria; John O. Foering, Philadelphia; Seth Catlin, Boston; G. H. K. White, Boston, and F. W. Eva, St. Paul.

Grain Trade News

CALIFORNIA.

San Pedro, Cal.—The Globe Grain & Mlg. Co. is having new plans prepared for the elvtrs., it will erect here as construction has been changed to concrete; estimated cost, \$45,000.

CANADA.

Gadsby, Alta.—Farmers are organizing an elvtr. company.

Fillmore, Sask.—The Maple Leaf Elvtr. burned recently with contents.

Arnprior, Ont.—Promoters of the new mill wish to include an elvtr. in the plant.

Fort William, Ont.—The Canadian Pacific Ry. Co. may build a hospital elvtr. here to clean damaged grain.

Cranbrook, B. C.—The Creston Trading Co., Ltd., incorporated to operate elvtrs. and mills; capital stock, \$50,000.

Lethbridge, Alta.—P. H. Rice, mgr. of the Rice Malting Co., Ltd., of Winnipeg, is here arranging for erection of a plant.

Port Arthur, Ont.—The Canadian Northern Ry. Co. has let the contract to Barnett & McQueen Co. for a big addition to its elvtr.

Ringold, Ont.—The elvtr. of the Canada Flour Mills Co. burned recently; building and contents valued at \$3,000; insurance, \$2,500.

Toronto, Ont.—A deputation from the grain section of the Toronto Board of Trade recently visited Ottawa to ask the government for changes the members desired made in the grain act now before the house.

Prince Rupert, B. C.—The Prince Rupert Grain Exchange, Ltd., incorporated to maintain a suitable building or rooms for a grain exchange in Prince Rupert and to build elvtrs. and conduct a grain and produce business.

Winnipeg, Man.—The Lake Shippers' Clearance Ass'n has opened an office in the Board of Trade Bldg. in Duluth to facilitate handling Canadian wheat going there for storage. Mr. Spendlove from the Winnipeg office has charge of that in Duluth.

Calgary, Alta.—The Robin Hood Mlg. Co. has purchased the 250,000-bus. elvtr. and the mill here of the Calgary Mlg. Co., its elvtrs. at Granum and Wetaskiwin and its selling office and extensive warehouse accommodations at Vancouver, B. C., for \$450,000.

Ottawa, Ont.—Hon. George E. Foster, minister of trade and commerce, has stated that the government intends to ask Parliament at this session for a grant of money for government ownership of terminal elvtrs., but does not now propose to build, lease or operate elvtrs. at any other place but Fort William.

Winnipeg, Man.—The Van Dusen-Harrington Co. has closed its commission and grain brokerage office which it has maintained here since 1900. Its mgr., Frank McLaren, will open an office for the Consolidated Elvtr. Co. of Duluth. Much western grain going south is handled by the Consolidated for drying and storing and this business will be facilitated by its Winnipeg office.

Toronto, Ont.—The Grand Trunk Ry. Co. has made a ruling that the Toronto inspector may not break the seals of a car unless B/L bears on its face permission to do so or until buyer has paid for the grain and has the right to authorize opening the car. Some dealers object to this and claim right of inspection before grain is paid for. The grain section of the Toronto Board of Trade recently declared the Grand Trunk's ruling reasonable and hereafter shippers will be asked, where inspection is required, to authorize it when making out Bs/L.

Toronto, Ont.—At a recent meeting of the grain section of the Toronto Board of Trade the question was considered of storage charges in upper lake port elvtrs. after grain has been ordered out. Heretofore elvtr. owners have charged storage to time of loading, regardless of delays. The grain act, now under discussion at Ottawa, proposes to relieve the owner of such expense if grain is not loaded within 10 days of shipping instructions, after that storage will be free. The Winnipeg and Montreal Boards of Trade have approved the principle of this rule but opinions differ as to length of time before storage ceases. The Toronto Board favors a 5-day limit, but is willing to compromise on 10 days.

Rouleau, Sask.—In regard to the grain situation in this country, we have had some congestion, but not so serious that we had to pile any grain outdoors. I think the railroads have done all we could expect of them, since they have moved far more grain so far this year than in any previous year in the same length of time. I know the papers are full of accounts picturing the situation as very grave, but when one looks into it from both sides he can readily see the railway people are doing all they can. Some are very narrow minded and think the grain should all be moved in about 30 days. As an example, our own town has five elvtrs., combined capacity 240,000 bus.; last year we shipped 1,319,000 bus. of grain besides feed and seed for the country. Averaged at 1,500 bus. to the car would require about 900 cars to move our last year's crop. Of course we are but one station in the great Canadian West, but from this can readily be estimated the immense number of cars and the large motor power required to handle the grain in the time some would like. Of course we are aggressive in the matter of getting cars and are after the railroad people every day for more. At no time has any grain been piled in the streets here, nor have I seen it at any other station; but newspapers report such cases in the northern part of the province and I guess all reports are true. If so, we are certainly lucky, for our Rouleau elvtr. has shipped 191 cars of grain this season. —C. A. Malden, agt. Conger & Co., Ltd.

Port Arthur, Ont.—The Horne Elvtr. Co. has announced that no more wheat will be received for drying at its plant as it has contracts on hand to keep it busy until May. This is of grave importance to grain dealers in western Canada as the Horne Elvtr. Co. has practically the only large drying plant at the Canadian head of the lakes. The embargo on the Horne elvtr. followed the day after the Canadian Pacific Ry. Co. announced that it had plenty of storage at Fort William; but without the possibility of grain being dried there is practically no storage for damp grain and hundreds of cars of grain are in transit billed at various dates, some even prior to Jan. 23 when the arbitrary freight rates went into force on flax and barley. These were followed Feb. 6 by the flat rates on wheat and oats to American ports; Feb. 19 the flat rate on flax and barley in bond and transit and Mar. 7 the flat rate became effective on all Canadian grains for domestic consumption in the United States. Many of these cars in transit are tough, damp and wet. They need to be dried and if that can not be done at the Horne Elvtr. they will have to be sent to American driers to avoid total loss. In many cases these cars, owing to the dates on which they were billed, will have to pay two local freights in order to reach American driers unless the Canadian Pacific will change the dates of the billing of these cars to bring them within the scope of the lower rates, which would be irregular. So present prospects promise that the unfortunate ship-

pers will lose heavily on freight rates if they are to have their grain made fit for storage.

Ottawa, Ont.—Hearing began in supreme court here, Feb. 27, on the appeal from the court of appeals of British Columbia in the case of the Alberta Pacific Elvtr. Co. vs. the Vancouver Mlg. & Grain Co. The A. P. Elvtr. Co. had contracted with the Mlg. Co. for delivery of a large quantity of wheat of different grades and oats amounting in all to over 70 car loads, during the season of 1908-9. The deliveries were short and the Mlg. Co. bot on the open market to make up the deficiencies and afterwards brot action against the Elvtr. Co. for \$9,232 loss from short delivery. The Elvtr. Co. admitted a certain amount of shortage and deposited \$5,000 in court to meet the deficit. The effect of this deposit, under British Columbia practice, would be to throw the costs on the Mlg. Co., unless it succeeded in recovering an amount in excess of the deposit. The Elvtr. Co. set up in its defense that it was not at fault in deficient delivery as it had forwarded a number of cars in excess of the quantity contracted for but, owing to the inability of the Mlg. Co. to take deliveries at the time the cars arrived at Vancouver because its plant had burned, the cargoes were delivered to others with the consent of the Mlg. Co. The case was tried in Vancouver, partly in vacation. The trial lasted 23 days and court costs were heavy. The judge found for the Mlg. Co. for the amount claimed and his judgment was unanimously affirmed by the court of appeals of B. C., from which the Elvtr. Co. now appeals with 20 objections on error in the court below, including the right of the B. C. court to try the case in vacation.

COLORADO.

Denver, Colo.—The Colorado Grain Dealers Ass'n will establish a state buro of grain inspection with headquarters here and deputies in all grain centers of the state. This was decided on at a recent conference of the committee composed of H. H. Seldomridge of Denver, pres. of the Colo. G. D. A., Andrew McClelland of Pueblo and W. H. Barr and T. F. Savage of this city, representing the Colorado dealers, with representatives of ass'ns in middle western states, who discussed the disadvantages under which the Colorado grain dealers labor. They have to accept grain as it is shipped in. The only redress they have had heretofore was obtained thru the courts. With all grains bot by Colorado dealers subject to weights and grades at common points, Denver, Colorado Springs and Pueblo, any disagreement will be passed upon by an arbitration com'te representing the Colorado buro and that in the state from which the grain was shipped. The other ass'ns will work with that of Colorado to make the new buro efficient and satisfactory to all concerned.

IDAHO.

Idaho Falls, Ida.—Our ass'n, organized four months ago, bot the elvtr. of the Losch Bros. Grain Co. Feb. 16 and we are now shipping grain, hay and potatoes.—W. L. Shattuck, sec'y-treas. Farmers Co-operative Ass'n, Ltd.

ILLINOIS.

Beardstown, Ill.—Frank Hood has purchased a Western Portable Sheller.

Greenup, Ill.—W. H. Allenbaugh has gone out of the grain business.—Mort M. James.

Cairo, Ill.—The Magee Grain Co. contemplates extensive repairs on its elvtr. soon.

Mansfield, Ill.—The old elvtr. of James Mahan burned recently. It had not been in use for some time.

Round Grove, Ill.—James A. Matthews has equipped his elvtr. with a Constant Chain Feeder outfit.

Forsyth, Ill.—The Shellabarger Elvtr. Co. has added a No. 14 Western Regular Warehouse Sheller to its equipment.

Bruce, Ill.—I have bot the elvtr. of S. F. Wilson and will operate with main office at Kirksville, Ill.—R. C. Parks.

Champaign, Ill.—The ninth annual convention of the Farmers Elvtr. Ass'n of Illinois will be held here Mar. 12-14.

Essex, Ill.—W. H. Dunn has purchased Mr. Eversole's interest in the elvtr. heretofore operated by Dunn & Eversole.

La Moille, Ill.—A farmers' elvtr. company has been organized with R. Hall pres. and H. M. Stacy sec'y; capital stock, \$6,000.

Haldane, Ill.—Ross Hedrick is pres. and Henry Newcomer sec'y of the recently incorporated Haldane Farmers Elvtr. Co.

Watkins sta., Farmer City p. o., Ill.—F. R. Ludwig has installed a 50-ft. Constant Safety Ball Bearing Manlift in his elvtr.

New Holland, Ill.—W. J. Sullivan tired of climbing stairs and equipped his elvtr. with a 57-ft. Constant Safety Ball Bearing Manlift.

Atkinson, Ill.—The Atkinson Farmers Grain Co. incorporated by Paul G. Black, Oliver P. Nickerson and M. Farnam; capital stock, \$15,000.

Alexander, Ill.—The Farmers Elvtr. Co. of Alexander incorporated by B. D. Davenport, G. C. Cockin and O. E. Ryan; capital stock, \$10,000.

East St. Louis, Ill.—The Dixie Mills Co. incorporated to manufacture cereal products; incorporators, Fred, Charles B. and Robert F. Deibel.

Kasbeer, Ill.—The Kasbeer Farmers Elvtr. Co. incorporated by George Stannard, Peter Paulson and Sanford Stiles; capital stock, \$6,000.

Peoria, Ill.—John Harris, an employee of the Central City Elvtr. Co., recently received such severe injuries at its plant that he died next day.

Scarboro, Ill.—Ray Noie, assistant mgr. of the Farmers Elvtr. Co., was injured recently while starting the engine. He was caught in the fly wheel.

Greenview, Ill.—Edwin Beggs of Ashland, Ill., will replace his elvtr. burned here, Feb. 2, with a larger one to be operated and lighted by electricity.

Eureka, Ill.—The recently organized Eureka Farmers Ass'n is considering buying the two elvtrs. of P. A. Felter for \$20,000; if not, a house will be built.

Stonington, Ill.—William Loveless will begin erecting a 25,000-bu. elvtr. here Apr. 1. Union Iron works will install the machinery.—J. S. Guthridge, mgr.

Rees sta., Murrayville p. o., Ill.—The Rees Farmers Elvtr. Co. incorporated by Charles D. Ransdell, Dennis Whalen and W. E. Douglas; capital stock, \$6,500.

Joliet, Ill.—The 25,000-bu. elvtr. under construction for the Joliet Grain Co. by the Burrell Engineering & Construction Co. will be equipped with electric motors.

Poplar City, Ill.—McFadden & Co. of Havana, Ill., have plans about completed for erection of an elvtr. here to replace theirs burned last fall, the same size but better equipped.

Tampico, Ill.—The Tampico Farmers Elvtr. Co. incorporated to deal in grain, coal and lumber; capital stock, \$10,000; incorporators, J. S. Johnson, John L. Wetzel and E. W. Meredith.

Winchester, Ill.—The Farmers Elvtr. Co. has started work on a 25,000-bu. elvtr. Geo. A. Sathoff will superintend the work and furnish plans. Power will be supplied by a 40-h. p. gasoline engine.

Peoria, Ill.—James L. Bannister, a former pres. of the Peoria Board of Trade, died Mar. 6 at the advanced age of 95. He had resided here 50 years and had been interested in various local activities.

Meadows, Ill.—John Balbach has been elected pres. of the recently incorporated Meadows Grain & Coal Co.; Jos. Elson sec'y-treas.; directors, Michael Grinsell, Andrew Mossiman, Samuel Stuckey, Chris Eyeman and Andrew Bellar. A com'ite has been appointed to buy or build an elvtr.

Walnut Grove, Ill.—Freburg & Tucker are preparing to dissolve partnership. Mr. Tucker will remain here and operate the elvtr. and Mr. Freburg will go to Youngstown to have charge of the elvtr. there.

Harris, Ill.—The Harris Grain Co. incorporated to deal in grain, feed and coal; capital stock, \$6,500; incorporators, C. O. Gillespie, Fred A. Nash and J. C. Doyle; has purchased the elvtr. of Hollowell Bros.

Prairie Center, Troy Grove p. o., Ill.—Mr. Dodge of the proposed La Salle County Electric R. R. reports three elvtrs. promised to be built along the right of way and the site for one here will be furnished by the company if farmers will build.

Utica, Ill.—I have been installing new machinery in the elvtr. of the Illinois Valley Grain Co., furnished by the Union Iron Works.—H. C. Clark. It included a Western Warehouse Sheller and a Western Rolling Screen Cleaner. The plant has also been remodeled.

Peoria, Ill.—The building com'ite of the Board of Trade is receiving propositions and is considering one offered by the Central National Bank. It recently rejected as inadequate another for a 9-story building, the ninth to be used for the exchange floor with offices below.

Decatur, Ill.—The U. S. Dept. of Agri. will not abolish the grain standardization laboratory at this point, as it has been doing satisfactory work, according to the reply of Sec'y Wilson to the request of the St. Louis Merchants Exchange to establish one there should this be discontinued.

Rock Falls, Ill.—Farmers are endeavoring to sell \$15,000 of stock for an elvtr. Fred E. Davidson has offered to sell them his. Some prefer building a house to cost not more than \$8,000. Those soliciting stock subscriptions are Martin Tyne, James Ryan, Ferdinand Plautz, Robert Rosen-green, N. Vock and George Powell.

Galesburg, Ill.—In the case of the Galesburg Farmers Elvtr. Co. vs. W. E. Culver for non-delivery of 1,200 bus. of wheat by Sept. 30, 1911, the jury returned a verdict for the plaintiff, Feb. 28, awarding judgment of \$72. The defense alleged impossibility of making delivery by specified time on account of bad roads due to long continued rains in September and also on account of steep approach to the elvtr.

Members of the Illinois Grain Dealers Ass'n in St. Louis, Feb. 23, passed resolutions demanding that the railroad companies operating in Illinois take immediate steps to relieve the car shortage, as the Illinois corn crop is moved largely during the first three months of the year and "it is evident the companies are discriminating against the grain shipping interests in permitting the loading of cars with other merchandise, that should be made available for grain loading."

A system of roads covering the entire state, suitable for automobiles and heavy trucks and durable and efficient as railroads was advocated by A. N. Johnson, state engineer of Illinois and chairman of the Ass'n of State Highway Engineers, at a meeting in Chicago, Feb. 27. He explained "We must not plan for the present alone; so we are building two roads at once, laying one of bituminous macadam for mixed traffic and providing a foundation for future highways that will require brick and cement."

Granite City, Ill.—E. W. Hilker Feed & Coal Co. has its new 70,000-bu. elvtr. in operation. Westinghouse 20-h. p. electric motor supplies power. The machinery equipment includes a Western Sheller, a Monitor Cleaner, a Bowsher Feed Mill, Weller Power Shovel, a Constant Manlift, a 100-bu. hopper scale with registering beam and one stand of legs. Plant includes a 500-ton hay warehouse, a 500-ton coal chute, a 3-car lime house, 5,000-brl. cement warehouse, and a two-story brick office. Two 10-ton wagon scales with 8x22-ft. platforms side by side have type-registering beams in the same shelf. All buildings have heavy concrete foundations and are ironclad. The plant was planned and constructed by McAllister & O'Connor.

Oakland, Ill.—The facts of our recent case in court, referred to in this column, Feb. 25, under date of Newman, Ill., are that we sold Finch & McComb 20,000 bus. of oats in 1910, August shipment. By Aug. 23 we had shipped about 16,500 bus., when the purchasers refused to receive the balance and the oats were sold at the market, netting a loss of 7c. We took our loss on the surplus over 20,000 bus. but insisted on having the purchasers, Finch & McComb, stand theirs. Grade of oats, contract price nor any other points were in controversy. The matter finally went to court and, after two days of arguments by attorneys, the jury returned a verdict in our favor in ten minutes.—L. J. Kaiser.

CHICAGO NOTES.

Harvey Williams, who has been with Gardner & Paddleford, started in as an independent broker, Feb. 29.

The Peavey Grain Co. has reduced its capital stock from \$50,000 to \$10,000 and has moved its headquarters from Chicago to Minneapolis.

The Board of Trade Clerks' Fellowship Club held a banquet in the evening of Feb. 26, attended by 140. John J. Brennan acted as toastmaster.

The following have been recently admitted to membership in the Board of Trade Clearing House: W. A. Gardner & Co., Fred A. Paddleford and McDermid & Co.

CHICAGO CALLERS: Harry L. Kaga, Washington, Ia.; E. T. Van Dyke, Winfield, Ia.; W. C. Halstead, Brookston, Ind.; and J. W. and W. F. Channel of Melvin, O.

A. J. White and Herbert Ware have been added to the Board of Trade's committee on operation of Pure Food and Drugs Law; the other three are J. C. F. Merrill, H. N. Sager and C. B. Pierce.

Charles P. Randall, who was injured in a street car accident in San Francisco, Feb. 18, was back on the exchange floor of the Board of Trade, Mar. 2. He was badly shaken up but not seriously injured.

Ralph McDermid, formerly with Rosenbaum Bros., started in business on his own account, Feb. 29, under the firm name of McDermid & Co., to do floor brokerage and a general commission business; offices in the Postal Telegraph Bldg.

Washington G. Sturges became a member of the firm of Noyes & Jackson Mar. 6. He is a well known member of the New York Stock Exchange. Solomon Sturges will also be associated with the company but the firm name will remain unchanged.

William R. Mumford, who has been connected with the grain trade more than 40 years, celebrated his seventieth birthday Mar. 5. His Board of Trade friends presented him with an immense bunch of roses. Sec'y Geo. F. Stone made the presentation speech.

Application for membership in the Board of Trade has been made by Sidney S. Chisholm, James K. Riordan, Norman M. Weiss and Washington G. Sturges. Application for transfer of membership has been made by Henry B. Smith, F. R. Moeller and Alexander D. Grant. A membership sold recently for \$2,250 net to the buyer.

The partnership between William A. Gardner and Fred A. Paddleford has been dissolved by mutual consent. Both members of the old firm of Gardner & Paddleford will continue in business; W. A. Gardner & Co. at 56 Board of Trade Bldg. and Mr. Paddleford will open a grain commission office under his own name at 57 Board of Trade Bldg.

Receipts of grain at Chicago during February aggregated 1,359,400 bus. of wheat, 15,204,650 of corn, 7,063,500 of oats, 212,000 of rye and 1,593,500 bus. of barley; compared with 640,000 bus. of wheat, 10,061,600 of corn, 5,870,600 of oats, 100,000 of rye and 1,501,000 bus. of barley received in the corresponding month last year. February shipments included 709,900 bus. of wheat, 6,950,850 of corn, 4,956,100 of oats, 114,800 of rye and 286,800 bus. of barley; against 587,400 bus. of wheat, 6,601,700 of corn, 5,450,300 of oats, 113,000 of rye and 515,200 bus. of barley shipped in Feb., 1911.

Douglas I. Van Ness, who has done business for some years under the name of Van Ness & Co., has taken a position with Lamson Bros. & Co. as floor salesman of cash grain. He has been in the grain business 15 years, a member of the Board of Trade 12 and has a wide acquaintance.

Ebenezer Buckingham died at his Chicago residence, Feb. 25, aged 83. He was born in Zanesville, O., came to Chicago in 1859 and joined his brother, John Buckingham, in the elvtr. business. In 1866 they bot the old Illinois Central elvtrs. at the mouth of the Chicago River and managed them for 25 years. In later years he became interested in banking and other business. He is survived by a son, Clarence, and two daughters.

Daily arrivals of hay, as posted on the Board of Trade, show very liberal receipts here altho all this hay does not show up on team track. A good percentage of the receipts are being shipped to interior points around Chicago, and even to extreme Southern points. This demand holds up our market here, as without the shipping demand prices would be much lower. We do not anticipate any break of consequence in prices of hay at this time, as we look for the shipping demand to continue good at least until pastures become good.—W. R. Mumford & Co.

Complying with the request of the grain receivers Chief Grain Inspector W. Scott Cowen will make a moisture test on every car of corn inspected, noting the percentage of moisture on the certificate. Beginning Mar. 11 the inspection department will do this on request; and as soon as a sufficient number of moisture testing machines can be installed, will make tests without request. The charge of \$1 for making moisture tests has been canceled, following a hearing of grain receivers Mar. 7 before the Illinois Railroad and Warehouse Commissioners.

In answer to various inquiries about the discrepancies between the official statement of receipts and shipments of grain at Chicago and the quantity of grain in Chicago warehouses, specified in the visible supply statement, Sec'y George F. Stone reports at least 1,100 cars of grain on track in Chicago on but one of the great trunk lines, which can not appear in the visible supply statement until that grain reaches some point included in the regular weekly statement. As these 1,100 cars have not left Chicago they have temporarily disappeared; nor does that include the grain cars moving between Chicago and destination points on that line. Also from 5,000 to 7,000 cars of grain of all kinds are on side tracks in the Chicago switching district.

Three amendments to Board of Trade rules were adopted, Feb. 26, by big majorities, the vote against them being surprisingly light. The first made minor changes in rules regarding insurance. The words "or provisions" were cut out of the second paragraph of Sec. 5, Rule 21, making it specify that no tenders shall be made on contracts for grain or flaxseed until such are covered by insurance to at least 85% of their market value until 12 o'clock of the next business day following delivery and, on request of purchaser on day of delivery, seller shall give an order for cancellation and rewriting of such insurance; passed by a vote of 353 to 8. Paragraph E of Sec. 5, Rule 14, was changed by a vote of 350 to 4 to reduce the commission rates on provisions, to members, from three-fourths to one-half. The third amendment, passed by a vote of 342 to 18, struck out Sec. 17 of Rule 22 and replaced it with the following: "Sec. 17. In making contracts a specific number of days shall be mentioned and shall mean calendar days, excluding date of sale in which to load and ship the grain from the date of the receipt of full shipping directions at point of shipment."

INDIANA.

Lowell, Ind.—The Keilman-Kimmet Co. has succeeded J. A. Kimmet.—C. E. Nichols.

Silverwood, Ind.—H. C. Randolph is a scooper.

Elkhart, Ind.—Scoopors from Wabash are operating here.

Parker, Ind.—Condon & Son have succeeded Thos. H. Condon.

Crothersville, Ind.—The Crothersville Grain Exchange is a scooper.

Newberry, Ind.—We will enter the grain business and build elvtr.—M. E. Hindman.

Denver, Ind.—W. B. Place is a scooper. O. Gandy & Co. are the regular dealers here.

Mt. Vernon, Ind.—The Equity Grain & Com. Co. will build an elvtr. soon near the L. & N. depot; estimated cost, \$10,000.

Linnburg, Ind.—We have let the contract to L. J. McMillin for a 12,000-bu. elvtr. to be erected immediately.—Myers Bros.

Westville, Ind.—Rogers & Link are scoopors. The regular dealers at this station are Schirr Bros. who succeeded Rogers & Link.

Princeton, Ind.—The R. P. Moore Mlg. Co. has reduced its capital stock from \$36,000 to \$24,000. It operates a 40,000-bu. elvtr. here.

Kewanna, Ind.—We have sold our elvtr. to John R. & W. B. Starr thru John A. Rice. They took possession Feb. 29.—Hufnagle & Gentner.

Angola, Ind.—Sheldon & Co. will move their grain and feed store to more commodious quarters. In addition they operate a 20,000-bu. elvtr.

Millersburg, Ind.—Chas. Wakeman and Wm. Jackson are organizing a company to build an elvtr.; capital stock, \$20,000. They expect to start work soon.

Chalmers, Ind.—Benjamin F. Hawkins, of the firm of Hawkins Bros., is bereaved by the death of his wife, Lelia E. Hawkins, which occurred Feb. 27.—S.

Crothersville, Ind.—The Crescent Mlg. & Grain Co. incorporated; capital stock, \$25,000; directors, Sherman Hall and Howard R. and William P. Rider.—F.

Wabash, Ind.—Local grain houses have been handling a rush of corn. Long lines of wagons waited to unload, Feb. 27, and several drivers had to remain in line over an hour.

Vincennes, Ind.—Lewis Brooks, who last year bot his partner's interest in the firm of Brooks & Brown, has admitted his son to partnership under the firm name of L. Brooks & Son.

Kirklin, Ind.—The Favorite Grain Co. will put about \$2,500 of improvements in the plant it recently purchased here thru John A. Rice, work to begin as soon as weather permits.

Marshfield, Ind.—We have equipped our plant with a Western Gyrating Cleaner and other new machinery. Have also built a coal shed, 12x72 ft., and given our elvtr. a general overhauling.—H. C. Amos, mgr. Marshfield Grain Co.

Lafayette, Ind.—An alfalfa train will be run over the Erie, Mar. 27-29, under auspices of Purdue University Exp. sta. Results of experiments with alfalfa in Indiana will be explained. "How to Grow Alfalfa-Successfully" will be the subject discussed.

Frankfort, Ind.—The J. T. Sims Grain Co. has let the contract to J. A. Horn for erection of a 20,000-bu. elvtr. to cost \$10,000 and be equipped with up-to-date machinery. Material has been purchased and construction will start as soon as weather permits. The new elvtr. will be located near the mill.

Cyclone, Ind.—Pruitt & Clark, who purchased thru John A. Rice the site of the burned elvtr. of C. W. Lee & Co., have let the contract to J. A. Horn for erection of an up-to-date house to cost about \$10,000 and be ready for operation in May. Pruitt & Clark are experienced grain men. They formerly operated an elvtr. at Hillisburg, Ind., and afterwards one at Boyles-ton, Ind., which they recently sold to Charles Ashpaugh.

Covington, Ind.—Thomas H. Bodine was recently electrocuted in the basement of his home, by crossed electric wires. While opening the furnace door he received a shock that caused his death. Mr. Bodine was prominent in the grain trade in this section and had houses here and at Foster sta., Covington, p. o.

Stockwell, Ind.—The recently incorporated Lauramie Grain Co. prefers to buy the elvtr. of Finch & Morrison and retain Mr. Teegarden as mgr. If that can not be bot it will build and has a site selected. The directors are Thomas Conarroe, D. A. Skinner, Wm. Gladden, Everett Cross, Richard Cloyd, T. M. Conrad and Oscar Yundt.

Indiana's Pure Food and Drug Act is practically a copy of the federal statute, so that the sale of grain for use wholly within the state would bring the transaction under the state law with penalties of \$10,000 to \$100,000 for violation; while a sale for shipment beyond the state brings the transaction under the federal statute with its penalties and confiscation.—Chas. B. Riley, sec'y Ind. Grain Dealers Ass'n, Indianapolis.

INDIANAPOLIS LETTER.

The Board of Trade has indorsed Pres. Taft's suggestion for a National Board of Trade.

Ernest M. Elliott and Howard M. Rudeaux were recently admitted to membership in the Board of Trade.

Indianapolis, Ind.—The Merchants Hay & Grain Co. incorporated; capital stock, \$10,000; directors, Louis, E. L. and H. A. Hitzelberger and Howard M. Rudeaux.

Indianapolis, Ind.—Grain dealers of the state will be pleased to learn that Warren T. McCray of McCray, Morrison & Co., grain dealers of Kentland, Ind., and pres. of the Sowers Grain Co., Chicago, is spoken of as candidate for the Republican nomination for governor.

On recommendation of the finance committee the governors of the Board of Trade resolved, Mar. 2, to retire \$2,000 of the outstanding preferred stock. A dividend of one per cent was declared on all the outstanding common stock and a sum of money equal to such dividend was passed to the credit of the mortuary fund.

The governors of the Board of Trade have passed a resolution advocating maintenance of a grain laboratory in this city and will send it to the grain standardization bureau of the Dept. of Agri., Washington, D. C. The resolution points out that as Indianapolis is in the heart of the corn belt of the Middle West, such a laboratory, in which the grading of grain would be under the supervision of the Board of Trade which recognizes and applies the moisture test to all grades of corn, would greatly benefit farmers by encouraging them to plant better seed and use up-to-date methods of harvesting, storing and shipping grain.

IOWA.

Farley, Ia.—B. D. Heald will enter the grain business here.

Cherokee, Ia.—I have sold to F. I. Gardiner & Co.—Elmo Archer.

Rippey, Ia.—Farmers are considering organizing an elvtr. company.

Davenport, Ia.—The Independent Malting Co. is doubling its malt house.

Fonda, Ia.—I have bot the elvtr. of the Neola Elvtr. Co.—F. J. Turner.

Merrill, Ia.—Frank Hoese is considering remodeling his elvtr.—F. A. Nickel.

Eldora, Ia.—H. A. Schmitt will equip his elvtr. with a Hall Shaft Ratchet.

Clearfield, Ia.—Asa Bailey has bot the elvtr. here and will move it to Diagonal.

Castana, Ia.—L. E. Hoadley has purchased a site and is planning to erect an elvtr.

Galbraith, Ia.—I understand that John Stanely, who succeeded me as agt. for the Western Elvtr. Co. at this station, has resigned.—W. W. Stone, West Bend, Ia.

Bagley, Ia.—The Farmers Elvtr. Co., of which H. W. Cramer is mgr., will build an elvtr.

Marengo, Ia.—M. F. Green will have a 15,000-bu. elvtr. built by the Newell Construction Co.

Rutland, Ia.—The Rutland Farmers Grain & Supply Co. has been organized; capital stock, \$10,000.

Reinbeck, Ia.—Moeller & Walter are considering erecting a 15,000-bu., fireproof elvtr. for storage.

Laporte City, Ia.—Daniel Herrington has succeeded Wm. Milne, resigned, as mgr. of the Farmers Elvtr. Co.

Washington, Ia.—Harry L. Kaga, formerly at Camargo, Ill., represents Lamson Bros. & Co. at this point.

Craig, Ia.—Frank Hoese, Merrill, Ia., will build an elvtr. at this point.—F. A. Nickel, agt. Golden West Grain Co., Merrill, Ia.

Center Point, Ia.—The Farmers Elvtr. Co. has opened its new house built by the Newell Construction Co. George Fry is mgr.

Carney, Charles City p. o., Ia.—Farmers want an elvtr. here and have appointed Ed. Ozier and G. Jurrens to attend to preliminaries.

Merrill, Ia.—The Farmers Grain Elvtr. Co. of Merrill is being organized rapidly and intends to start work soon on a new building.

Dumont, Ia.—The elvtr. of the Farmers Inc. Co-op. Society burned recently with corn cribs, coal sheds and lumber yard; loss, \$20,000.

Millersburg, Ia.—A company is being organized to build an elvtr.; capital stock, \$10,000. Charles Wakeman and William Jackson are actively interested.

Barnes City, Ia.—E. A. McClure has been elected pres. and Jesse Boatman sec'y of the recently incorporated Farmers Elvtr. Co., which is preparing to build.

Corning, Ia.—E. E. Lehnen, who was considering building an elvtr., has bot that of Jas. Munns & Son and three lots for \$2,500. He may move it near the railroad tracks.

Winfield, Ia.—We have recently taken up track buying and are doing a brokerage business. We have connection with all the principal markets.—H. W. Van Dyke & Son.

Robinson sta., Coggon p. o., Ia.—The recently organized Robinson Lbr. & Grain Co. is planning to build an elvtr. at this new station on the Chi., Anamosa & Northern.

Alexander, Ia.—Virgil Routt, son of Hiram Routt of Dallas Center, Ia., who recently bot the elvtr. and implement business here of Azeltine Bros., has come to take charge.

Luzerne, Ia.—The Luzerne Mercantile Co. will build a 25,000-bu. elvtr. up-to-date, with two legs, automatic scales and cement power house. The Newell Construction Co. will do the work.

Varina, Ia.—I have bot the elvtr. site and cribs of the Neola Elvtr. Co. at this station and will soon build an up-to-date house.—F. J. Turner, Fonda, Ia. The contract has been let to the Newell Construction Co. for a 20,000-bu. elvtr.

Kingston sta., Mediapolis p. o., Ia.—The elvtr. of the Davenport Elvtr. Co. collapsed in the morning of Feb. 20 and let out about 13,000 bus. of grain. Arrangements were immediately made to load the grain into cars and ship out as fast as cars could be obtained. The elvtr. had been handicapped for some time by lack of cars. It was full and the foundations gave way; will be rebuilt at once.

Ireton, Ia.—A. C. Collins and R. L. Staben have purchased the house of the Perry Elvtr. Co., which has been operated by Clinton Knowlton. Mr. Staben has resigned his position with the Farmers Elvtr. Co. to take effect Apr. 1, when he will take charge of the grain business for his own firm. Bert Wilcoxson, who has been buyer for F. M. Slagle & Co., will succeed Mr. Staben at the Farmers Elvtr.

Dawson, Ia.—Since I bot the house of the Neola Elvtr. Co. I operate both elvtrs. Will install a new engine.—R. S. Witter.

Moulton, Ia.—Richard and James Hendon, charged with aiding to burn the elvtr. of the Croft Seed Co. last August, pleaded guilty Feb. 27 to a charge of conspiracy and were sentenced to three years in prison. A. C. Croft, who owned the elvtr., was indicted with the Hendons and was to have been tried at the next term of court, soon followed their example in a plea of guilt and received the same sentence. The cases involve payment of \$16,500 fire insurance and are the first to be tried under the recently created state fire marshal's department.

KANSAS.

Brenner, Kan.—H. F. Hess will install a sheller.

Jetmore, Kan.—A. H. Ling will rebuild his elvtr. recently burned.

Minneapolis, Kan.—E. L. Chapin now manages the Farmers Elvtr. & Alfalfa Mlg. Co.

Brownell, Kan.—The Ryan Lbr. Co. has succeeded the Brownell Lbr. Co.—George A. Ryan, mgr.

Rock, Kan.—The Hayes & Barner Grain Co. of Winfield, Kan., is considering building an elvtr. here.

Marion, Kan.—Karl Ehrlich has bot the old stone mill of John B. Greer and will use it for storage.

Barnes, Kan.—L. C. Solt has taken possession of the elvtr. recently purchased from S. P. Solt.—S.

Baldwin, Kan.—C. A. Liggett & Son will build a 10,000-bu. concrete elvtr., replacing that burned in January.

Liberal, Kan.—The W. O. Woods Grain Co. has bot a manlift for its elvtr. of the P. H. Pelkey Construction Co.

Andale, Kan.—The Andale Grain Co. is having a steel and concrete elvtr. built by the P. H. Pelkey Construction Co.; cost, \$15,000 to \$20,000.

Scottsville, Kan.—W. A. Nye of Downs, Kan., has purchased the elvtr. here of George Andrews and will operate it in connection with his others.—S.

Louisburg, Kan.—The Louisburg Elvtr. Co. incorporated by Earl L. Reed, mgr., C. H. Morgan and W. A. Schwartz, who recently took over the elvtr. of M. Reed.

Robinson, Kan.—I am going to take a year's vacation, will go to California and the South. My brother, J. F. Wiechen, will carry on my business while I am away. Will leave about May 1.—G. G. Wiechen.

Hutchinson, Kan.—The Wm. Kelly Mlg. Co. has let the contract to the Finton Construction Co. for erection of concrete storage tanks of 100,000 bus. capacity. It will then have elvtr. room for about 190,000 bus. of wheat.

Viola, Kan.—H. Ernest Tavender, who had petitioned to foreclose on the elvtr. property of George W. Countryman, was granted that right, Mar. 4, by judgment rendered for \$2,063.73 on one account, \$128.77 on another and costs of \$26.25.

Gerlane, Kan.—I intend to erect an up-to-date 12,000-bu. elvtr. to be finished in time to handle the new crop. I am the pioneer in the grain business at this point and have seen many come and go, but I hope to stay with it.—Clarence Martin.

Detroit, Kan.—The Detroit Elvtr. Co. has elected Robert Baker pres. and Jesse Buchbill sec'y. Its elvtr. has just been completed, up-to-date in every respect; equipped with a corn sheller, cleaner and feed grinder. The power house is a detached cement building fire proof.—S.

Ogallah, Kan.—The Wheatland M. & Elvtr. Co. of Hays City, Kan., will re-open its house here Mar. 15, with Fred Harrison as mgr. He was formerly with the Ogallah Elvtr. Co. Extensive repairs and improvements will be made. Feed and flour will be handled in addition to grain.—C. S. Yetter, mgr. Ross & Waldo.

Dodge City, Kan.—Kliessen Bros., who are interested in an elvtr. at Wright, Kan., are planning to build a 15,000-bu. elvtr. here this year.

Wichita, Kan.—Receipts of grain during February aggregated 533,000 bus. of wheat, 235,000 of corn, 9,000 of oats and 110,000 bus. of kafir corn; shipments included 210,000 bus. of wheat, 143,000 of corn, 65,000 of oats and 95,000 bus. of kafir corn; an increase of about 50% against same month last year.—Jas. H. Sherman, sec'y Board of Trade.

Wichita, Kan.—Having purchased the Kaufman-Boyle Grain Co. E. M. Kelly has severed his connection with the Kelly Bros. Grain Co. to conduct a grain business under his own name; and the management of the Kelly Bros. Grain Co. has been taken over by his brother Eugene Kelly, to whom the membership of H. L. Stover in the Board of Trade will be transferred.—Jas. H. Sherman, sec'y Board of Trade.

Kansas City, Kan.—The 50,000-bu. elvtr. of the Northwestern Elvtr. Co. burned early in the morning of Mar. 1. It was a 4-story frame building and was past saving when the fire was discovered; believed to have been started by defective wiring. Owners estimate loss at \$24,000, including \$7,750 bus. of grain destroyed, covered by insurance. Greeley A. Jones, the principal owner, says it will be rebuilt immediately.

KENTUCKY.

Russellville, Ky.—F. W. Wilson has recently purchased a Western Mill Sheller.

Maxon Mills, Ky.—Adam Temple & Sons will add a 20,000-bu. elvtr. to their plant.

Louisville, Ky.—The wife of Sebastian Zorn the well known grain dealer, who has been in a critical condition from a stroke of paralysis, is now out of danger.

Louisville, Ky.—The plant of the Kentucky Public Elvtr. Co. is nearing completion. One of the largest Hess Driers in the world will be installed in the new reinforced concrete elvtr. building.

Danville, Ky.—The elvtr. now being erected by Anderson & Spilman will be equipped thruout with Western machinery, including a No. 33 Gyating Cleaner, a No. 24 Pitless Sheller, three chain feeders, rope drives, manlift, automatic scale, friction clutches and ball bearing turn-heads.

Louisville, Ky.—John D. Smith died of cancer, Mar. 2, aged 38. He had been in the grain business in this city many years. He entered the service of Cullahan & Sons as a clerk and was with them ten years. He resigned 12 years ago to enter the grain business on his own account. With others he reorganized the firm of Edinger & Bro. under the name of Edinger & Co., and had been its vice pres. ever since. He is survived by his widow and six children and his father.

LOUISIANA.

New Iberia, La.—The Sandoz-Suberbielle Co. Ltd. was organized Feb. 21, to manufacture mixed feed and to do a general grain and feed business; capital stock, \$25,000; officers and organizers, Gordon A. Sandoz, pres.; A. J. Suberbielle, vice-pres.; Y. P. Suberbielle, sec'y and mgr. The plant will begin operations at once.

We are indebted to Sec'y H. S. Herring for a copy of the 29th annual report of the New Orleans Board of Trade, which contains besides the full and complete annual reports of the officers and com'ites, a very clear and concise trade review and statistical report of the Board for 1911, and gives the complete list of names of officers, com'ites and members.

New Orleans, La.—Exports of grain in February included 40,428 bus. of wheat, 1,020,984 bus. of corn and 1,946 bus. of oats; compared with 3,204 bus. of wheat, 1,501,384 bus. of corn and no oats exported in February, 1911. In the six months prior to Mar. 1, exports aggregated 316,873 bus. of wheat, 2,900,778 bus. of corn and 27,107 bus. of oats; compared with \$5,643 bus. of

wheat, 4,266,016 bus. of corn and no oats exported in the same period of the previous season.—W. L. Richeson, chief grain inspector Board of Trade.

MARYLAND.

Pocomoke City, Md.—We have added a grain and seed dept. to our business.—W. C. Cullen, sec'y and mgr. Peninsular Produce Exchange of Md.

North East, Md.—Jno. H. Armstrong of the grain and feed firm Armstrong & Squier, member of the Philadelphia Commercial Exchange, died recently.

BALTIMORE LETTER.

Geo. T. Peddicord, who has been in the grain and feed business in this city for the last 30 years, died Feb. 21, after a brief illness.

Creditors of Kirwan Bros. Grain Co. will be paid a first dividend of 1% on claims, Mar. 11, as notified by Willis E. Myers, referee in bankruptcy.

C. Bosley Littig has been named as one of the com'te to co-operate with the Governor and Legislature in the movement for better living on farms.

The Arbitration Com'te of the Chamber of Commerce is composed of Chas. Schermerhorn, chairman, Louis Muller, Wm. H. Hayward, E. F. Richards and Chas. England.

The death of Wm. G. Michael was announced at a general meeting of the Chamber of Commerce, Feb. 28, and Pres. Meyer appointed a com'te to attend the funeral.

Samuel C. Wilson, who has been connected with the local grain, hay and feed business for the last 20 years, became mgr. of the grain, hay and feed dept. of the Baltimore Commission Co., Feb. 19.

Receipts of grain at Baltimore during February included 130,471 bus. of wheat, 3,984,544 of corn, 188,404 of oats, no barley and 26,907 bus. of rye; compared with 85,039 bus. of wheat, 3,055,460 of corn, 131,776 of oats, 14,702 of barley and 40,365 bus. of rye, received in February, 1911. Shipments for the month included 472,475 bus. of wheat, 2,349,450 of corn and 100 bus. of oats; compared with 64,000 bus. of wheat, 2,383,840 of corn, and 180 bus. of oats in February, 1911.—James B. Hessong, sec'y Chamber of Commerce.

Beginning Feb. 26 a new system of handling Bs/L went into effect in Baltimore, which will tend to prevent this class of documents being altered or presented to banks for loans unless genuine. A plan has been perfected by a com'te representing the Clearing House and the Chamber of Commerce, which was selected about two months ago, whereby through the Clearing Buro of the Chamber any proper information pertaining to the subject of Bs/L will be given to those entitled to know.—Daily Produce Report.

MICHIGAN.

Ithaca, Mich.—A Hess Drier has been installed by the Ithaca Roller Mills.

Marlette, Mich.—A Hess Drier has been installed in the elvtr. of the Holmes Grain Co.

Flint, Mich.—J. P. Burroughs & Son have installed a Hess Drier for beans and grain in their elvtr.

Bad Axe, Mich.—The Bad Axe Grain Co. has installed a Hess Drier for grain and beans in its elvtr.

Hastings, Mich.—Fred H. Barlow of the firm of F. Barlow & Co., died Mar. 4 of cancer. He was the first white child born in the town.—F.

Bad Axe, Mich.—George Elvin, night foreman of the bean drying plant of the Bad Axe Grain Co., recently fell on an icy walk and broke a rib.—E.

Battle Creek, Mich.—An additional factory three stories high, size 67x112 ft., of mill construction with brick walls and concrete foundations, having 22,512 ft. of floor space is being erected by the Postum Cereal Co.

Jackson, Mich.—The Eldred Mfg. Co. has contracted for a 50,000-bu. concrete addition to its present plant. Work is to be commenced in 15 days by the Burrell Engineering & Construction Co.

Shelby, Mich.—The dullness of the market on brown swedes, has kept most of the crop in the growers hands, red kidneys are pretty well bought up, but a few good lots left, and the same is true of pea beans. The exceeding high price of seed beans last year has made the grower wary, and he does not propose to be caught napping this year, having looked well to his supply of seed before disposing of his product.—F.

Jackson, Mich.—We are making a specialty of carlot drying in either grain or beans, using a recently installed Hess Bean and Grain Drier. We also use a Hess U. S. Moisture Tester in connection with the drier, the expense of drying depending entirely upon the amount of moisture reduction necessary. We were among the first in the state to install a bean drier and we are well pleased with the results.—R. W. Isbell, S. M. Isbell & Co.

Lansing, Mich.—A bill relating to the liability of employers for injuries or death sustained by their employees, providing compensation and methods of paying same in case of accident or death, and establishing an Industrial Accident Board to take care of such matters, was introduced in the House of Representatives, Feb. 26, as House Bill No. 1, by Rep. Ashley and was referred to the Com'te on Labor. On Feb. 27 the same bill was introduced in the Senate as Senate Bill No. 3, by Senators Moriarty and James and was referred to the Com'te on Judiciary.

MINNESOTA.

Hallock, Minn.—Efforts are being made to organize a farmers elvtr. company.

Amiret, Minn.—G. W. Van Dusen & Co. will build a new elvtr. in the spring.

Wood Lake, Minn.—Ed. Trendall has bot the elvtr. of the De Merseman Bros. Elvtr. Co.

Clinton, Minn.—The elvtr. of Dan Sherman on the Orchard farm west of this station burned.

Albert Lea, Minn.—Farmers subscribed for 130 shares of stock for an elvtr. at a meeting held Feb. 21.

Blakely, Minn.—I have succeeded the St. John Grain Co., it being the only firm at this place.—Michael O'Neill.

Alexandria, Minn.—A farmers elvtr. will be erected at this station this spring. Gilbert Tollefson has the contract.

Perham, Minn.—The elvtr. and mills of the late Peter Schroeder will be taken over by a recently organized stock company.

Kennedy, Minn.—Lauritz Melgaard, C. J. Nstlund, Andrew Carlson and Frank Krene are organizing a farmers elvtr. company.

Kasson, Minn.—The Farmers Grain & Stock Co. has been organized with a capital stock of \$15,000 and will build an elvtr.

Nicollet, Minn.—The contract for remodeling the elvtr. of the Nicollet Farmers Exchange Co. has been let to T. E. Ibber-son.

Renville, Minn.—The recently organized Farmers Fuel & Mercantile Co. has bot the elvtr. of the Crown Elvtr. Co. and is remodeling it.

Hartland, Minn.—A farmers elvtr. company to handle grain and fuel is being organized at this station. It will be incorporated for \$5,000.

St. Paul, Minn.—The Minnesota Sweet Wheat Food Co., incorporated; capital stock, \$50,000; incorporators, L. E. Johnson, Geo. Kuss and P. F. Stevens.

Manley, Minn.—The Golden West Grain Co. cleaned out its house here and closed it for the season, Mar. 1.—F. A. Nickel, agt. G. W. G. Co., Merrill, Ia.

Trail, Gulley p. o., Minn.—Final plans for the organization of a farmers elvtr. company and the erection of an elvtr. will be made by farmers of this vicinity at a meeting to be held Mar. 16.

Forada, Minn.—The Forada Co-Operative Manufactory & Warehouse Co. has decided to erect a 34x50 ft. elvtr. and warehouse. Plans are now being considered.

Duluth, Minn.—A 1,000,000-bu. elvtr. will be erected by the Canadian Northern Ry. Co. at this port, work to be commenced as soon as warm weather arrives.

Burr, Minn.—I am at present buying grain for the Western Elvtr. Co. I was formerly owner of the Henry K. May elvtr. which burned Jan. 25, 1911.—H. K. May.

Hitterdahl, Minn.—M. J. and P. P. Solum have bot the elvtr. of the Gt. Western Elvtr. Co., paying \$4,200. They will operate under the name of the Solum Elvtr. Co.

Lester Prairie, Minn.—We contemplate putting in a new dump scale and may build a new driveway at our elvtr. which we recently purchased.—Clemens Otto, sec'y Farmers Co-operative Elvtr. Co.

Elbow Lake, Minn.—The Elbow Lake Farmers Independent Elvtr. Co. was incorporated last fall and bot my elvtr. I remaining as mgr. We installed a grain cleaner in the elvtr.—Otto E. Ostby.

Lansing, Minn.—The officers of the recently organized Farmers Elvtr. Co. are: James Rheinartz, pres., R. A. Caril, vice-pres., F. I. Caril, sec'y, L. Aldahl, treas., and Jno. Pollock, Stanley Vaughn and Nels Goodwin, trustees.

Breckenridge, Minn.—The farmers of this vicinity met Bert Cole, vice-pres. of the Equity Co.-Op. Exchange of North Dakota, Feb. 18, and practically decided to organize a farmers co-operative company and erect an elvtr.

Lambert, Minn.—Plans for a farmers elvtr. company were discussed at a meeting recently held by the farmers of the vicinity and an organization was effected with Olaf Tande, pres., Tom Vietch, vice-pres., L. J. O'Neill, sec'y and C. H. Halvorson, treas.

Duluth, Minn.—The Consolidated Elvtr. Co. has installed a drier that will handle from 1,000 to 2,000 bus. per hour, while the American Mfg. Co. has added a small drier and cleaner to its plant at Superior giving this port two companies now in a position to dry grain.

Worthington, Minn.—I have bot the four elvtrs. of Schaefer Bros. & Co., located at this station, Windom, Lime Creek and Adrian, and when the season opens for operation I shall no doubt operate them under my own name.—I have no other elvtrs.—Chas. Wise, Sioux City, Ia.

Grove City, Minn.—Farmers Grain & Trading Co., incorporated; capital stock, \$20,000; incorporators and officers: Otto Tehven, pres., Albert Waylander, vice-pres., E. W. Carlson, sec'y, N. N. Waylander, treas. and Ole Thoen, Wm. P. Nelson, O. P. Willner, Fred Setterman, Harris Waller, J. B. Warren, Perry Pearson, together with the officers, directors. The company will either buy or build an elvtr.

MINNEAPOLIS LETTER.

Geo. C. Bagley, pres. of the Bagley and the Atlantic Elvtr. Cos., who was stricken with illness at Vinton, La., is greatly improved and on the fair road to recovery, according to messages received by Chas. M. Chase.

The following were admitted to membership in the Chamber of Commerce during February: H. J. Dittenbaugh, Jeffrey J. Brook, Edw. H. Woodruff, Edwin H. Smith, Geo. E. Robson and Ray G. Sims.—Jno. G. McHugh, sec'y.

Receipts of grain at Minneapolis during February included 7,522,440 bus. of wheat, 1,063,880 of corn, 1,452,330 of oats, 1,070,930 of barley and 100,790 bus. of rye; compared with 4,576,850 bus. of wheat, 961,900 of corn, 1,040,930 of oats, 1,026,270 of barley and 76,790 of rye received in February, 1911. Shipments for the month included 1,819,110 bus. of wheat, 610,350 of corn, 1,443,300 of oats, 1,032,790 of barley and 82,660 of rye; compared with 1,388,830 bus. of wheat, 561,850 of corn, 1,136,180 of oats, 1,176,120 of barley and 70,680 bus. of rye shipped in February, 1911.—John G. McHugh, sec'y Chamber of Commerce.

A short circuit in a broken incandescent lamp in the vault in the office of the Northwestern Feed Co. started a fire, Mar. 1, that destroyed a number of filing cabinets and damaged books and private papers of J. E. Geraghty, pres. of the company, to the extent of \$1,500.

The suit of the Northwestern Elvtr. Co. against the Great Northern Ry. Co. involving the switching charges from Minnesota Transfer to Minneapolis, will probably be decided by the state railroad and warehouse commission at an early date. The railroads are trying to make the rate 2c per 100 lbs. which would bring the charge up to \$12 a car instead of the flat rate now prevailing, amounting to \$1.70 a car.

The Farmers Co-op. Market Ass'n, which seeks to eliminate the middleman in sale of farm products, held its first meeting Mar. 7, in St. Paul, and sent a letter to the Minneapolis Chamber of Commerce, inviting a representative of that body to appear before it and "give reason" why the statutes should not be changed so membership in the chamber should be unlimited, the maximum cost of membership, \$5,000, no applications rejected except for just cause, no member expelled except after trial by jury, market quotations deemed public property and had on payment of cost of transmission, the chamber placed under supervision of the railroad and warehouse commission, meetings public and attended by the railroad and warehouse commissioners who should keep minutes, no minimum price of grain agreed upon by members and articles of incorporation and by-laws made a part of public records.

MISSOURI.

Etlah, Mo.—I will enlarge my elvtr.—Aug. Strassner.

Dameron, Mo.—The Farmers Elvtr. Co. has added a No. 13 Western Warehouse Sheller to its plant.

Holden, Mo.—I have succeeded H. L. Bluhm as sec'y-treas. of the Holden Mlg. & Elvtr. Co.—T. J. Halsey.

Craig, Mo.—Brownfield & Teare are considering plans to increase the capacity of their elvtr. and rearrange their power plant.—R.

Matthews, Mo.—B. F. Swartz & Son of Urbana, Ill., are erecting an elvtr. here and will equip it thruout with Western machinery.

Tebbetts, Mo.—The Tebbetts Mill & Elvtr. Co., incorporated; capital stock, \$12,000; incorporators, H. N. Roberts, S. C. Southern, and W. R. Hord.

Bigelow, Mo.—We will begin work Mar. 11, on our 15,000-bu. elvtr. at this station. Geo. H. Birchard has the contract.—John H. Lynds Mill & Elvtr. Co., White Cloud, Kan.

St. Joseph, Mo.—Albert B. Stoner, grain and coal dealer, made a voluntary assignment in bankruptcy Feb. 20, scheduling \$2,228 liabilities and assets \$3. Among the creditors is the J. L. Frederick Grain Co., which has a claim of \$200.

Liberal, Mo.—The Lipscomb Grain & Seed Co. has let the contract for its new elvtr. to be used for shelling and handling grain in transferring as well as for smaller grains, to the P. H. Pelkey Constr. Co. The equipment includes Eureka Cleaners, Ohio Shellers, roller mills, 14-in. elvtrs., two sets of dumps and power shovels. It will have a detached engine room of concrete.

KANSAS CITY LETTER.

The Grier Grain Co. has filed a statement decreasing its capital stock from \$50,000 to \$15,000.

S. H. Stahoski, traveling representative of A. C. Davis & Co. for the past five years, resigned his position with the firm Mar. 1, and is now connected with the C. V. Fischer Grain Co.

Handling grain on sample without inspection has been more satisfactory this year than ever before in Kansas City and reinspections have been very few on all official Board of Trade samples.—E. E. Roehen, of Roehen-Cory Grain Co.

Rush of corn has let up and notices of shipment indicate lighter receipts.—G. A. Moore, Moore-Lawless Grain Co.

Donald Moffatt, of the Moffatt Com. Co., will sail for Paris Mar. 11, to meet Miss Mary Blossom Delvin to whom he will be married April 11. Mrs. and Mr. Moffatt will return to this country about July 1, and will make their home here.

F. W. Hoebel, pres. of the recently incorporated Hoebel Grain Co., was formerly floor salesman for the Grier Grain Co., being connected with the firm for 8 years, E. C. Hoebel sec'y and treas. of the new firm was traveling representative for the same company for the same length of time and has many acquaintances thruout Kan. and southern Neb. L. H. Hoebel is vice-pres. of the new company, which will make a specialty of consignment shipments.

Receipts of grain at Kansas City during February included 1,660,800 bus. of wheat, 4,633,750 of corn, 714,000 of oats, 5,500 of rye and 16,800 bus. of barley; compared with 1,170,000 bus. of wheat, 1,218,000 of corn, 431,800 of oats, 3,300 of rye and 40,600 bus. of barley received in February, 1911. Shipments for the month included 1,516,400 bus. of wheat, 2,236,250 of corn, 578,000 of oats, 2,200 of rye and 12,600 bus. of barley; compared with 1,165,200 bus. of wheat, 1,134,000 of corn, 380,800 of oats, no rye and 29,200 bus. of barley shipped in February, 1911.—E. D. Bigelow, sec'y Board of Trade.

ST. LOUIS LETTER.

The directors of the Merchants Exchange have re-appointed Jno. Dower as supervisor of the dept. of weights.

C. H. Corn, of Franklin, Tenn., C. W. Mansur, Leo Moser and Jerome B. Pendleton have posted their memberships in the Merchants Exchange for redemption.

The firm of Gardner & Paddleford which has been in the grain business in this city for the last 32 years, will continue this office, tho the Chicago branch of the firm has been dissolved.

An active campaign for better seed corn is being made by the members of the St. Louis Grain Club, who are making individual efforts to interest the country grain dealers and thru them the farmers.

The St. Louis Cereal Mills Co. incorporated; capital stock, \$45,000; incorporators, E. A. and Geo. C. Hafferkamp of St. Louis, and Charles D. Scott of Topeka. The company will have a mill on Seventh St.

Emil. W. Gessler, mgr. of the Grain Clearing House, died recently after a lingering illness and the directors of the organization will meet in a few days to elect his successor. J. H. Watson ass't mgr. has been mentioned for the position.

The re-establishment of the grain standardization laboratory of the Dept. of Agri. which was abolished Apr. 1, 1910, at this city, is being sought by the directors of the Merchants Exchange, Pres. Bernet having written Representatives Dyer and Catlin at Washington, requesting them to use their influence to this end.

Receipts of grain at St. Louis during February included 951,600 bus. of wheat, 3,408,000 of corn, 1,608,200 of oats, 3,300 of rye and 14,400 bus. of barley; compared with 1,083,500 bus. of wheat, 1,756 sacks and 1,810,800 bus. of corn, 566 sacks and 1,596,300 bus. of oats, 9,900 bus. of rye and 231,060 bus. of barley received in February, 1911. Shipments for the month included 1,401,840 bus. of wheat, 53,890 sacks and 3,099,670 bus. of corn, 28,315 sacks and 863,945 bus. of oats, 6,300 bus. of rye and 19,090 bus. of barley; compared with 1,200 sacks and 1,001,350 bus. of wheat, 18,620 sacks and 1,263,590 bus. of corn, 26,280 sacks and 1,007,720 bus. of oats, 17,780 bus. of rye and 15,890 bus. of barley shipped in February, 1911.—Eugene Smith, sec'y Merchants Exchange.

MONTANA.

Hall, Mont.—An elvtr. will be built at this station by local capitalists.

Great Falls, Mont.—A large reinforced concrete elvtr. will be erected by Jos L. Largent, at an early date.

Helena, Mont.—C. J. Mortieu, formerly in charge of the branch office of the McCaull-Dinsmore Co. at Aberdeen, S. D., is now with the same company at this point. —E. E. Conner, agt. McCaull-Webster Co., Aberdeen, S. D.

Twin Bridges, Mont.—The local commercial club at a recent meeting decided to do all in its power to bring about the building of a large grain elvtr. at this point. W. T. Warren of Lake Wilson, Minn., is said to be considering the matter.

Ryegate, Mont.—It is reported that three new elvtrs. will be erected at this station this season. J. A. Black will build a 25,000-bu. house, The Montana Elvtr. Co. of Harlowtown and a farmers elvtr. company are also contemplating elvtrs.

Willow Creek, Mont.—The carpenter work on the elvtr. to be erected by the recently organized Farmers Elvtr. Co. will be done by the farmers themselves, under the direction of a competent foreman, hired for that purpose. The excavation for the elvtr. is completed and the contract for the lumber awarded.

NEBRASKA.

Pierce, Neb.—The Farmers Grain Co. will erect an elvtr.

Eagle, Neb.—The Farmers Grain Co. has bot the elvtr. of Betts & Veener.

Verdon, Neb.—L. L. Coryell of Auburn, has bot the elvtr. of P. S. Heacock & Son. —R.

Wallace, Neb.—Mehlmann & Walters have sold their elvtr.—H. A. Butler, sec'y Curtis Mills, Curtis, Neb.

Osceola, Neb.—The recently organized Farmers Grain Co. has announced its intention of building an elvtr.

Rulo, Neb.—We will enlarge our elvtr. here and install a new sheller and cleaner. —John H. Lynds Mill & Elvtr. Co., White Cloud, Kan.

Houston, Neb.—We have installed a new 8 h. p. gas engine in our elvtr. L. W. Schreiber did the work.—Marion Kent, agt. Updike Grain Co.

Thurston, Neb.—Elmer Servine is the mgr. of the local branch of our company, recently organized at this station.—Richard Takken, sec'y Farmers Grain Co. of Omaha.

Cedar Rapids, Neb.—Van Ackeren Bros. have succeeded the Cedar Rapids Improvement Co. of which I was mgr. I am out of the grain business now. C. H. Eckery is mgr. for the new company.—S. Peterson.

Receipts of grain at Omaha during February included 818,400 bus. of wheat, 3,615,600 of corn, 1,258,000 of oats, 2,200 of rye and 224,000 bus. of barley; compared with 417,600 bus. of wheat, 1,017,600 of corn 533,800 of oats, 9,900 of rye and 281,400 bus. of barley received in February, 1911. Shipments included 613,000 bus. of wheat, 2,094,000 of corn, 1,083,000 of oats, 1,000 of rye and 11,000 bus. of barley; compared with 380,000 bus. of wheat, 1,305,000 of corn, 984,000 of oats, 10,000 of rye and 62,000 bus. of barley shipped in February, 1911.—F. P. Manchester, sec'y Grain Exchange.

NEW ENGLAND.

Peabody, Mass.—The grain store of A. P. Ames & Co. burned at 1 a. m., Feb. 19, causing a loss of \$10,000, fully covered by insurance. During the fire one side of the building broke down and released some corn. All the grain in the building was damaged by smoke but very little suffered from fire or water.

Meriden, Conn.—August Grulich has brot suit for \$129 against the L. C. Daniels Grain Co. of Hartford, alleging that the company guaranteed to ship him a carload of hay worth \$21.50 a ton but that they shipped him hay worth only \$13 a ton. His suit is to recover the difference in price between the two grades.

Waterbury, Conn.—Creditors of Abraham Willner, a grain and hay dealer, charge him with fraud. Attachments for \$5,000 levied on his business by the Hartford Hay & Feed Co., one for \$1,000 by Viets & Co., and one for \$4,000 by another creditor, were released when Willner filed a bond.

NEW JERSEY.

Camden, N. J.—Taylor Bros. will install a Hall Signaling Grain Distributor and a Hall Non-chokable Boot in their elvtr.

Trenton, N. J.—The Farmers National Exchange, Warehouse, Supply & Marketing Co., incorporated; capital stock, \$1,500,000.—C.

Toms River, N. J.—The Ocean County Farmers Exchange was recently organized to act as a buying and selling agt. for its members. It will be incorporated with a capital stock of \$5,000.—C.

NEW YORK.

Troy, N. Y.—H. W. Gordinier & Sons Co., incorporated to deal in grain, seeds and feed; capital stock, \$50,000; incorporators, H. W. Gordinier and G. A. Gordinier.

New York, N. Y.—A petition in bankruptcy was filed Feb. 29, against Assik Burnstein, a grain and hay dealer, by Shaefer & Son, creditors, for \$3,837.08, Sanford C. Vroman, for \$309.72 and James M. Hait, of Whippany, N. J., who claims \$512.49. Notice will be served by publication since the address of the alleged bankrupt is not known, his property having been transferred by him to Gertrude Horowitz, while insolvent.

Buffalo, N. Y.—The retrial of the case of A. J. Wheeler v. Phoenix Ins. Co. for the amount of insurance carried on the Ontario Elvtr. which collapsed in 1904, is now in the courts, the question to be decided being the cause of the collapse. Mr. Wheeler holds that it was due to a dust explosion but the insurance company claims that it was the result of the weak construction and weak foundations of the elvtr. Verdict of jury was no cause of action.

NORTH DAKOTA.

Thorne, N. D.—The elvtr. of the Farmers Elvtr. Co., recently burned to the ground.

Benedict, N. D.—We have closed our elvtr. for the season.—C. A. Moor, sec'y Farmers Co. of Benedict.

Arthur, N. D.—The Farmers Elvtr. Co. has installed a well equipped feed mill and a grain cleaner in its elvtr.

Kempton, N. D.—I have succeeded A. Fredenberg as agt. for the Winter Truesdell Ames Co.—Ambrose Burke.

Enderlin, N. D.—L. S. Thompson, former ass't mgr. of the Farmers Elvtr. Co., has succeeded J. A. Engelhart as mgr.

Dwight, N. D.—A good start has been made toward the organization of a farmers elvtr. company at this station.

Portland Junction, Mayville p. o., N. D.—The Hutton Farmers Elvtr. Co. has installed a 20-h. p. type N. gasoline engine.—Geo. Rudolf, Enger p. o., N. D.

Fargo, N. D.—The suit of the Powers Elvtr. Co. against Geo. F. Munger for alleged embezzlement of company stock, was dismissed Mar. 1, for lack of evidence.

Fairview, Hannaford p. o., N. D.—The Farmers Elvtr. Co. has been organized and will build an elvtr. Henry Curtis is pres. and Maxwell Ladbury, sec'y of the company.

Grace City, N. D.—The Equity Elvtr. & Trading Co., incorporated; capital stock, \$20,000; incorporators, W. T. Buck, New Rockford; Jno. Topp, and Stephen Bauclair, McHenry.

Lisbon, N. D.—C. L. Diehl, who has not operated his elvtr. for the last two years, recently sold it to a party who is not in the grain business.—Wm. M. Jones, mgr. Farmers Elvtr. & Merc. Co.

Jessie, N. D.—The elvtr. of the Farmers Elvtr. Co., which recently burned, contained 14,000 bus. of wheat at the time of the fire, all of which was lost. The insurance on the grain amounted to \$9,000.

Fargo, N. D.—The Alsop Co., incorporated to deal in grain and building material; capital stock, \$20,000; incorporators, H. T. Alsop, Fargo; F. C. Alsop, Dilworth and H. W. Alsop of Beltrami county, Minn.

McClusky, N. D.—Adolph Anderson is now agt. for the Crown Elvtr. Co. The elvtrs. of the Anderson Grain Co., Sattler & Winter, and the Jake Herr Grain Co. are closed.—F. C. Poseley, agt. Occident Elvtr. Co.

Manfred, N. D.—At a meeting of our directors Mar. 2, it was decided to close our elvtr. Apr. 1, for the season, instead of Mar. 1, as had been intended. I shall not be in the grain business from Apr. 1 until fall so far as I know now.—A. M. Greenfield, mgr. Manfred Farmers Elvtr. Co.

McHenry, N. D.—John McLaughlin, an elvtr. agt., was shot and instantly killed Feb. 25, by Frank Sroufe, proprietor of a local hotel. McLaughlin with his three small children, had asked for supper at the hotel, offering to pay for it, but was refused by Sroufe. This started a quarrel, which resulted in the tragedy. McLaughlin was unarmed.

Erie, N. D.—The elvtrs. of the Imperial Elvtr. Co. and the Farmers Elvtr. Co., containing a large amount of grain and seed wheat, burned Feb. 23. Loss \$40,000. The fire starting in the Imperial Elvtr. was carried by the wind to the Farmers Elvtr. The latter elvtr. was threatened with destruction some time ago by fire from an overturned lantern but at that time was saved by prompt, hard work.

Cayuga, N. D.—Our corn looked good last fall; considered best ever grown here; many have planned to go at it harder this year and acreage will be much greater. We considered that every one had enough seed corn until about Jan. 1 when many began to test it and found it of very low vitality, too low for seed; the cry for seed was raised and lots of it is coming in now, but the price is \$4.50 per bu. and money is scarce.—F. L. Smith, agt. Cargill Elvtr. Co.

Valley City, N. D.—The first annual meeting of the Farmers Co-operative Elvtr. Ass'n of N. D. will be held at the Hotel Rudolph, this city, Mar. 13 and 14. The meeting will be called to order at 9:30 a. m. by Pres. F. N. Pitkin of Sawyer and after the usual routine of business has been transacted, a number of addresses will be given and discussed, among them the "Financing of Farmers Elvtrs." by S. A. Dalton and the "Uses and Abuses of Terminal Markets and Elvtrs." Thursday afternoon will be devoted to a mgrs. session.

OHIO.

Rayland, O.—Albert B. Glover, a grain and hay dealer, has gone into bankruptcy.

Wilmington, O.—Buckley Bros. have installed a No. 13 Western Warehouse Shell-er in their elvtr.

Worstville, Payne p. o., O.—Jno. Marquardt on Mar. 5 bot the elvtr. of the Union Grain & Coal Co. of Payne.

Hughes, Bethany p. o., O.—Harry Hughes has installed a No. 34 Western Pitless Shelter in his elvtr.

Fletcher, O.—F. Furrow has bot the elvtr. of the Fletcher Grain Co. and will close it for the present. It may be dismantled later.

Findlay, O.—The Ohio Hay & Grain Co., alleging a \$2,506 loss in the shipment of grain, has filed suit for that amount against the C. H. & D. R. R.

Kettlersville, O.—The Lock Two Grain & Mig. Co. has bot the elvtr. of the Van Buren Grain Co., Sheets & Paul, of Botkins, props., and is now operating it.

Portsmouth, O.—I leave the first of the month for an extended trip and will be in Los Angeles for about three weeks, going from there to the coast.—H. S. Grimes.

McClure, O.—The McClure Grain & Stock Co. has been incorporated with a capital stock of \$10,000 and expects to buy an elvtr.—F. Krohn, pres. Farmers Grain & Seed Co., Grelton, O.

Liberty Center, O.—The organization of a farmers elvtr. company at this station, was postponed at a meeting Mar. 2, on account of lack of stock.—F. Krohn, pres. Farmers Grain & Seed Co., Grelton.

Dodson, R. F. D. 2, Brookville, O.—I intend to make a few changes in the elvtr. I recently bot; my power is too light, it is gas, 20-h. p. I am also thinking of putting in a corn meal system and an ear corn loader.—Geo. W. Hoke.

Grelton, O.—Our company held a meeting Mar. 2, and voted not to establish the proposed elevtr. at Malinta and Elery. The two points now are about to organize farmers companies for themselves.—F. Krohn, pres. Farmers Grain & Seed Co.

Farrington, Piqua p. o., O.—The Dayton & Troy Ry. Co., desiring to correct a curve at this station, has offered to move the elvtr. of Spencer & Miller across the tracks to the elvtr. company's property and to assume the lease which the elvtr. firm has on the canal bank where the elvtr. now stands.

In view of the serious aspect of the new corn disease that has made its appearance in Ohio, the following instructions have been issued as a warning to the corn growers of the state by A. G. McCall of the College of Agri. of the Ohio State University: 1. Examine all seed ears carefully and discard all those that are infected. 2. Rake and burn all stalks in the infected fields. 3. As far as possible avoid the planting of corn this year in fields that grew corn last year. 4. Use the manure containing infected cobs or stalks on some other crop than corn.

CINCINNATI LETTER.

Members of the grain trade are heartily approving the new quarters of the Chamber of Commerce.

The monthly calendar for March, sent out by Gale Bros. & Co., is a reproduction of the painting "Cottage by the Sea," by Lamasure.

The first of the grain firms to leave their old quarters and invade the building in which the Chamber of Commerce was recently located, is McQuillan & Co.

The following were admitted to membership in the Chamber of Commerce, Mar. 5: R. W. White, James P. Orr, Rudolph Wur-litzer, Fred J. Moser, Fred B. Wilson, Alfred K. Nippert and Henry W. Thielmeyer.—W. C. Culkins, sec'y.

Receipts of grain at Cincinnati during February included 23,300 bus. of barley, 1,332,738 of corn, 517,206 of oats, 37,780 of rye and 247,012 bus. of wheat. Shipments for the month included 184 bus. of barley, 847,242 of corn, 300,063 of oats, 41,014 of rye and 211,796 bus. of wheat.—W. C. Culkins, sec'y Chamber of Commerce.

The affairs of the Standard Hay & Grain Co. were placed in the hands of a receiver Feb. 28, Jos. W. Van Leunen being appointed by the court under \$15,000 bond. The company is said to be solvent but Wm. H. Weber and Henry Heile, partners in the business, cannot agree as to the management of the company. W. N. Hind has been appointed ancillary receiver in Kentucky.

TOLEDO LETTER.

A meeting of the stockholders of the Woodbury-Elliott Grain Co. has been called for Mar. 10. The advisability of a dissolution and the surrender of the charter of the company will be considered.

Claude E. Metzler, the well known salvage expert of the American Cattle & Poultry Food Co., Binghamton, N. Y., met with an accident in his elvtr. here about three weeks ago and has since been confined to a local hospital. He is rapidly recovering and expects to be about again in a short time.

Receipts of grain at Toledo during February included 291,000 bus. of wheat, 483,500 of corn, 238,500 of oats and 2,000 bus. of rye; compared with 160,000 bus. of wheat, 479,600 of corn, 184,500 of oats and no rye received in February, 1911. Shipments for the month included 94,900 bus. of wheat, 268,300 bus. of corn, 236,000 bus. of oats and 1,200 bus. of rye; compared with 93,300 bus. of wheat, 474,100 of corn, 185,900 of oats and 3,000 bus. of rye shipped in February, 1911. A. Gassaway, Sec'y Produce Exchange.

OKLAHOMA.

Woodward, Okla.—C. B. Cozart has bot a full equipment for his elvtr.

Sharon, Hackberry p. o., Okla.—The new 10,000-bu. elvtr. of the Sharon Grain Co. will be equipped with a manlift, Eureka Cleaner and loading out scale. The R. H. Pelkey Const. Co. has the contract.

Vici, Okla.—The 10,000-bu. elvtrs. now in the course of construction for the Alva Roller Mills of Alva, at this station and at Camargo, will be equipped with manlifts, 9x5 elvtrs., 6-h. p. engines, wagon scale and automatic scale with cement bottoms.

Oklahoma City, Okla.—I notice an item in the last number of the Grain Dealers Journal to the effect that J. H. Moore has left for parts unknown. If you refer to me, I wish to say that I am a well known business man in Dallas, Tex.—Jno. H. Moore.

PENNSYLVANIA.

Orefield, Pa.—Henry Newhard, a well known grain dealer, died recently.—C.

Leesport, Pa.—The Schuylkill Valley flour mills are adding a 45,000-bu. elvtr. to the plant.

Monessen, Pa.—Hagerson & Dague will erect a grain warehouse and equip it with machinery for handling and weighing grain.

PHILADELPHIA LETTER.

Applications for membership in the Commercial Exchange, have been made by A. Newlin Brey and Hart & Brother Co., Wilmington, Del.—C.

Exports of wheat from Philadelphia since Jan. 1 exceeded the two corresponding months of last year by more than 1,600,000 bus. The total shipments aggregated 2,225,322 bus.; compared with 624,619 bus. in 1911.—C.

Several grain driers are now being demonstrated daily at the Philadelphia Bourse in order to acquaint shippers with the efficiency of the new machinery that will be installed in the large grain elvtr. of the Penn. Ry. at Girard Point.

Jno. S. Detwiler, a retired grain dealer and member of the old firm of Detwiler & Hartranft, died Mar. 4, of heart trouble. Mr. Detwiler was 75 years old and was in his youth a neighbor and friend of the poet, Edgar Allen Poe. He is survived by six daughters and a son.

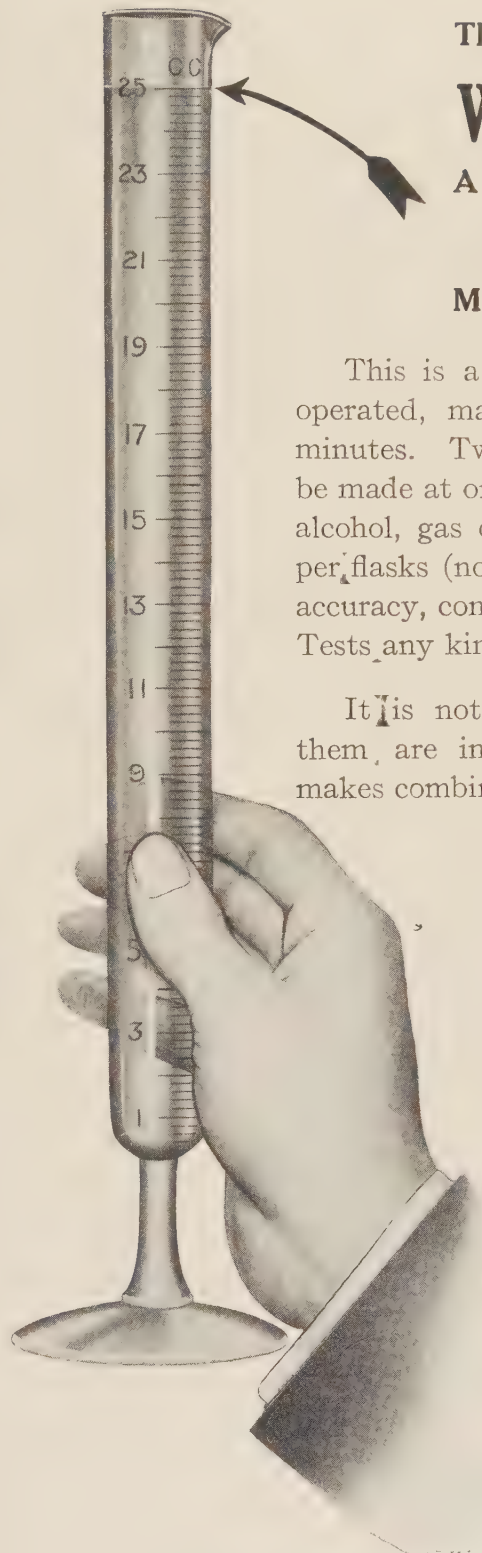
PITTSBURGH LETTER.

Prices are high and buyers in some cases timid. We expect to start work on our new elevator about May 1.—D. G. Stewart & Geidel.

Renton & Co., Incorporated, is a new grain and hay concern in Pittsburgh which has been formed by Thomas E. Renton, Thomas E. Renton, Jr., and Fred E. Squires. It will also do a general commission business. L.

Statistics recently issued by the Pennsylvania Department of Agriculture show that Washington County, Pa., adjoining Pittsburgh, ranks high among the grain producing counties of the Keystone State. In the average yield of corn it leads all other counties of Pennsylvania.—L.

The rapidly increasing number of motor trucks in use in Pittsburgh has pulled off dozens of big teams, cutting down the grain purchases of many wholesale and manufacturing firms one-half or more. A large amount of construction work in April will increase the trade in grain and hay, but



The Exact Percentage of Water in Corn As Indicated by the HESS (U. S.) MOISTURE TESTER

This is a simple apparatus easily operated, making a test in twenty minutes. Two, four or six tests may be made at one time. Burns gasoline, alcohol, gas or electricity. Has copper flasks (not glass) and is built for accuracy, convenience and durability. Tests any kind of grain.

It is not expensive, and more of them are in use than of all other makes combined.

The percentage of WATER IN GRAIN may be reduced to any extent by drying in a HESS GRAIN DRIER.

Made in eight sizes, from \$375.00 upward. Dries every kind of grain or seed. Approved by Fire Underwriters and used everywhere, in greater numbers than all other makes combined.

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are sold under an absolute guarantee of efficiency.

FREE BOOKLETS.

Hess Warming & Ventilating Co.
907 Tacoma Building CHICAGO

until something of this kind occurs the market is going to drag pretty heavily.—L.

SOUTH DAKOTA.

Onaka, S. D.—The Farmers Elvtr. Co. has been incorporated at this station.

Platte, S. D.—The Farmers Co-op. Co. will install cleaning machinery in its elvtr.

Brookings, S. D.—Geo. P. Sexauer has installed a Western Mill Sheller in his elvtr.

Winner, S. D.—The Doane-Sears Co. will build a large elvtr. this summer, according to Harold Sears.

Elk Point, S. D.—The L. N. Crill Seed Co. has bot the elvtr. of the Hunting Elvtr. Co.—L. N. Lewison, mgr. Farmers Union Elvtr. Co.

Springfield, S. D.—The Shanard Elvtr. Co. has leased the elvtr. of Eugene Colburn. My elvtr. was sold and is not in operation, having been resold to parties I do not know.—S. M. Brann.

Marion, S. D.—The Farmers Co-op. Ass'n will build a 20,000-bu. cribbed elvtr. covered with galvanized iron and equipped with a gasoline engine and Richardson Automatic Scale. The Younglove Constr. Co. has the contract.

The seed situation in South Dakota is causing serious anxiety, fears being expressed that the farmers will not be able to secure sufficient quantities of seed corn for the acreage to be planted. The Sioux City Seed Co. is quoted as saying that the average corn is not running over from 35 to 55% in vitality.

Geddes, S. D.—The daughter and son-in-law of Mgr. W. I. Hooker of the Farmers Co-op. Elvtr. Co., recently drove across the Missouri river to visit with relatives. A week later they were reported missing. Neighbors that they were visiting relatives, and the relatives supposed they had reached home safely. The horses and wagon were found in the river, but the bodies have not been found. It is supposed that they broke thru the ice.

Aberdeen, S. D.—The Farmers Union Elvtr. Co. of Stratford, composed of creditors of the defunct South Dakota Elvtr. Co. of Verdon, bot the seven elvtrs. of the old company, together with the stocks of grain, coal and flour in them, at the sheriff's sale, Feb. 24, paying \$23,600. The officers of the new company are E. S. Nelson, pres.; Geo. Dixon, vice-pres.; W. E. Waller, sec'y; F. D. Crandall, treas.; R. H. McCaughey, Mellette, F. J. Cross, Randolph, and Henry Schutte, Verdon, directors.

Emery, S. D.—S. Stols, agt. for the Shanard Elvtr. Co. and Cashier Smith of the Farmers Bank, have entered a charge of forgery and obtaining money under false pretenses against Louie Hohn, of Alexandria. Hohn, giving his name as Henry Nolt, sold 1,000 bus. of wheat for future delivery to Stols, receiving a check for \$350 in advance, which he endorsed and cashed at the bank. After paying a few debts, buying a horse and making a deposit of \$60 in the bank at Alexandria, he celebrated at a dance where he was apprehended and confessed turning over the remains of the cash and property. Later developments show that he secured \$200 in November from an elvtr. company at Ethan in the same way and that he also succeeded in getting \$200 from an Alexandria grain buyer, making a total of \$700 in the last four months. A special term of the circuit court will be called to try the case.

SOUTHEAST.

Mobile, Ala.—A box car of an M. & O. freight train recently jumped the track and ran into the end of the flatiron-shaped warehouse of Cleveland Bros. grain dealers. The small end of the building, which is built on a triangular piece of ground, is only 6 feet wide and the car went end first against the narrow end as evenly as tho it had been done on purpose. The knuckle of the coupling went thru the side of the house, but the damage was slight.

Jacksonville, Fla.—The interest of our firm in the branch office here, was by mutual agreement, transferred Feb. 20, to G. C. and A. W. Harman, who will continue the business as Harman Bros. & Co.—T. S. Southgate & Co., Inc., Norfolk, Va.

TENNESSEE.

Chattanooga, Tenn.—The Chattanooga Feed Co. has just completed its new elvtr. which is equipped with the latest electric motor power, cleaner, and automatic sacking scale. The Burwell Engineering & Construction Co. had the contract.

Memphis, Tenn.—W. E. Stainback, Jr., former mgr. of the Rainer-Connel Co., wholesale grain dealers, has brot suit for \$50,000 for alleged libel, against the Merchants Exchange, the trouble growing out of the charges of irregularity preferred against the company by the Exchange last fall. Mr. Steinbach in his declaration states that at the time the charges were preferred, he was mgr. and that the charge resulted in a trial not of him but of the company and that the directors of the exchange by a resolution found that there were irregularities which were laid to him, the resolution exonerating the company. He bases his ground for libel upon the allegation that the charges were not true as to him, and that the resolution requiring his discharge and prohibiting his employment further was libelous and detrimental to his interests. He states that he has been out of work since that time, and that on account of the alleged libel he has been unable to secure satisfactory work in his line of business.

TEXAS.

Longview, Tex.—H. B. Pitts of Marshall, Tex., will erect an elvtr. at this station.

Pampa, Tex.—The Farmers Grain & Elvtr. Co. has been organized at this station with a capital stock of \$10,000.

Waco, Tex.—A large steel tank being erected by the Waco Mill & Elvtr. Co., was blown down Feb. 21, in a severe wind storm, causing \$2,000 damage.

Meridian, Tex.—The Meridian Grain & Produce Co. has resigned from membership in the Texas Grain Dealers Ass'n, having retired from the grain business.—G. J. Gibbs, sec'y.

Beaumont, Tex.—The retail feed store of the Josey-Miller Grain Co. was damaged by fire Feb. 22, the loss amounting to \$3,000 on the stock; damage to building was \$1,000; both losses fully covered by insurance.

Fort Worth, Tex.—Applications for membership in the Texas Grain Dealers Ass'n, have been made by the San Saba Grain & Feed Co., San Saba, Tex., and the Carter Grain Co., Bay City, Tex.—G. J. Gibbs, sec'y.

Galveston, Tex.—No grain was exported from Galveston during February. Exports since Sept. 1, 1911, included 56,000 bus. of wheat, 10,000 bus. of corn and 25,713 bus. of kafir corn; compared with 94,285 bus. of corn and no wheat and kafir corn shipped in the corresponding period of last season.—Jno. H. Upschulte, Chief Grain Inspector, Galveston Board of Trade.

UTAH.

Tremonton, Utah.—This station has no elvtr. and one is needed badly.—Waldron Brenkman, agt. Intermountain Mlg. & Elvtr. Co.

WASHINGTON.

Mansfield, Wash.—The warehouse of the Columbia Grain Co., which collapsed under the weight of the recent heavy snows, is being rebuilt.

Fairfield, Wash.—Our company will probably spend considerable money in improving its houses but we have not decided definitely on the improvements.—L. Lindstrom, mgr. Fairfield Farmers Alliance Warehouse & Elvtr. Co.

Seattle, Wash.—The Chas. H. Lilly Co. will build grain tanks having a capacity of 300,000 bus. adjoining the new mill to be erected on Harbor Island.

Spokane, Wash.—A hay and grain warehouse, 100x65 ft. with a full basement under all, will be erected by E. C. Blanchard & Co. It will cost about \$10,000.

WISCONSIN.

Menomonie, Wis.—The Wisconsin Elvtr. Co. has installed a No. 16 Western Warehouse Sheller in its elvtr.

Reedsburg, Wis.—The Reedsburg Farmers Co., incorporated; capital stock, \$15,000; incorporators, Jno. E. Walleigh, Edwin S. Clingham, Henry Cade, Christopher Daly and Wm. Koenecke.

Green Bay, Wis.—Emil Hautebrook is inspecting steel and concrete elvtrs. at various terminal markets with a view of perfecting his ideas in reference to the elvtr. that he will erect at this station next summer.

Superior, Wis.—Elvtr. X of the Great Northern Elvtr. Co. was opened Mar. 1, for the first time since 1909, the rapidly increasing receipts of Canadian Grain rendering the capacity of Elvtr. S and its concrete annex, inadequate for the supply.

Superior, Wis.—A large and up-to-date elvtr. will be erected by the American Mlg. Co., which has decided to discontinue the manufacture of stock food on account of unfavorable freight rates on that commodity and to convert its plant here into a linseed oil mill.

MILWAUKEE LETTER.

Willis Counselman of Chicago was admitted to membership in the Chamber of Commerce, Mar. 1, and will open an office, making this city his headquarters.

The following members have transferred their certificates, M. J. Mitzenheim, Oscar C. Bader and Henry Eskucke.—H. A. Plumb, sec'y Chamber of Commerce.

Pres. Bishop, accompanied by Clark Fagg and P. P. Donahue attended the mass meeting of the grain dealers at St. Louis, Feb. 23, and on Mar. 4 with A. K. Taylor was present at the conference held in Washington, D. C., also being present at the meeting of the mgrs. of the National Board of Trade in New York, Mar. 6.—H. A. Plumb, sec'y Chamber of Commerce.

W. P. Bishop, pres. of the Chamber of Commerce, will be a candidate for re-election at the annual election of officers for the coming year, his opponent being David G. Owen. It is said that the election will hinge on the question of assessments. Two petitions are now being circulated by members, one asking that the annual dues be increased from \$35 to \$50, the surplus to be used in purchasing memberships and retiring them; the other asking a reduction from \$35 to \$25.

The three silver cups offered by the Chamber of Commerce at the corn show given at Onalaska, Wis., Feb. 12 to 17, under the auspices of the La Crosse County School of Agri., were won by Peter Dingle, La Crosse, for best barley, Wm. Moos, Onalaska, best oats and L. C. Lemke, Onalaska, best rye. The cups are given by the Chamber of Commerce in the interest of the improvement of grain in Wisconsin and are to be won twice by the same competitor to become the permanent property of the contestant.

Receipts of grain at Milwaukee during February included 642,850 bus. of wheat, 1,785,120 of corn, 1,042,200 of oats, 1,224,600 of barley and 238,700 bus. of rye; compared with 424,880 bus. of wheat, 980,710 of corn, 929,474 of oats, 627,780 of barley and 72,420 bus. of rye received in February, 1911. Shipments for the month included 76,566 bus. of wheat, 803,785 of corn, 807,539 of oats, 235,320 of barley and 259,516 bus. of rye; compared with 393,444 bus. of wheat, 945,114 of corn, 1,144,098 of oats, 538,451 of barley and 137,480 bus. of rye shipped in February, 1911.—H. A. Plumb, sec'y Chamber of Commerce.

The first number of "Doings in Grain at Milwaukee," a magazine of 32 pages issued monthly by the Chamber of Commerce, is off the press and contains much of interest to the grain trade. As its title indicates its purpose is to exploit the advantages of Milwaukee as a grain market and to educate buyers and shippers along lines of mutual interest and benefit. The first copy contains "A Bit of History" telling of the organization of the original Chamber of Commerce in this city. There are also articles entitled "Valuable Advice to Grain Shippers" and "Test Your Seed Corn." The book is issued on the 20th of each month and will be sent free to grain dealers and shippers at home and abroad by the publisher. The Chamber of Commerce.

The directors of the Chamber of Commerce have recommended several amendments to the rules to be balloted upon by the Ass'n Mar. 11. Among the proposed amendments is one making certain changes in the hours within which deliveries on future contracts may be made, particularly, extending delivery hours to 12:15 when the last day of the delivery month falls upon Saturday, and giving the Clearing House the privilege of making final deliveries from fifteen minutes to one-half hour beyond the regular hours. Another change proposed is to eliminate the expressions "immediate shipment," "quick shipment," "prompt shipment" and "to arrive" from the rules governing time within which deferred shipments of cash grain must be made, and substituting in place thereof the following: Sec. 12. In the purchase and sale of grain for deferred shipment the following specifications shall govern: In making contracts a specific number of days (meaning calendar days) in which to make shipment, shall be stipulated, and shall be reckoned from the day after shipping instructions are received by the seller. Buyer must furnish shipping instructions personally or by wire on demand by seller. Another important amendment is to apply the dockage provisions to No. 3 and No. 4 northern spring wheat and No. 3 and No. 4 durum spring wheat and to abolish the four grades of velvet chaff wheat.—H. A. Plumb, sec'y Chamber of Commerce.

WYOMING.

Worland, Wyo.—The M. C. Peters Mill Co. of Omaha is contemplating the erection of an alfalfa mill at this station.

The Great Western Cereal Co. retired \$425,000 of its bonds, Feb. 13. Of the original issue of \$975,000, yet remain outstanding \$259,500. Of the \$1,000,000 cash, which the Quaker Oats Co. paid the Gt. W. Cereal Co., \$420,000 remains, so the stockholders will have a balance after all the bonds have been redeemed.

Carbon tetrachlorid as a substitute for carbon bisulfid in fumigation against insects is reported upon in 6 experiments by F. H. Chittenden and C. H. Popenoe in Bulletin 96 of the Bureau of Entomology of the U. S. Dept. of Agriculture. The infested grain was fumigated with carbon tetrachlorid at strengths varying from 1½ pounds to 10 pounds to each 1000 cu. ft. of space. The results showed it is not as fatal as is carbon bisulfid, and at the rate of 28c a pound it costs fully 3 or 4 times as much. "Considering the strength at which it is to be used, it is very obvious that this chemical, unless it can be manufactured at a much lower price, can not be as economically employed as a remedy for insects injurious to stored products in warehouses, mills or in any other depository; but might be used for choice seeds or in office rooms or dwellings, which can be very tightly closed and where the use of inflammable materials is prohibited or is for other reasons undesirable."

To Calculate Power of Gasoline Engine.

The indicated horse power of a gasoline engine, which is the amount of power developed in the cylinder and which includes the amount of power necessary to keep the engine itself running, is usually about 20 or 25 per cent greater than the brake or actual horse power. Brake horse power is the power delivered at the fly wheel of the engine, and being the only power which can be used outside of the engine, is the only power in which the buyer is interested.

The most commonly used method of determining the brake horse power of a gasoline engine is as follows: For a 4 cycle engine multiply the square of the bore in inches by the stroke in inches by the number of revolutions per minute and divide by 16,000. The same method is used in the case of a 2 cycle engine with the exception that the divisor is 15,000. The formula is figured on the basis that brake horse power is 80% of indicated horse power. Gasoline engines, however, are much like people, and one, owing to better compression or better timed ignition, may prove vastly superior to another of the same indicated horse power when it comes to an actual test.

A Binford, N. D., wheat buyer has gone to Italy to have his voice manicured.—*The Fargo Forum.*

Blocks treated with a waterproofing liquid, made of compressed corn cobs are used in some sections of Germany and Russia for building materials.

Receipts of wheat at the leading primary markets in the 36 weeks prior to Mar. 4, as compiled by the *Cincinnati Price Current*, aggregated 189,727,000 bus.; compared with 183,087,000 bus. received in the corresponding period of the preceding season.

A national board of trade is virtually proposed by Pres. Taft, who has issued invitations to over 1000 leading commercial organizations of the country announcing a convention to be held April 15 in Washington, D. C., for the purpose of bringing the business men of the country into closer touch and sympathy with the government.

That wheat and other cereals can be grown over 300 miles north of Winnipeg is asserted by Reeve Thorvaldson of Belfrost, who says "The soil there about Lake Winnipeg is a continuation of that prevailing in the Red River Valley and has been proved by the early settlers to be as fertile as any in the Red River settlement. It is practically the only district in Manitoba where no grain has ever been frozen, accounted for by its nearness to Lake Winnipeg. We raised 80 bus. of oats per acre and 35 bus. of wheat."

A fresh row in the Bureau of Chemistry of the Agricultural Dept. between Dr. Wiley and members of the Food & Drugs Board threatens to result in the resignation of the dear doctor. The chemists seem to differ as to the proper decision to make in regard to baking powder, and of course they would not think of referring the matter to the Referee Board. If Dr. Wiley and his co-workers all resign, the farmers who have been encouraged to grow large corn by the agricultural experts, and do not dare to ship the corn across state lines for fear of seizure, will weep real tears of regret.

Wm. H. Colvin & Co. 104 S. La Salle Street CHICAGO

While the wheat market here is dull, there appears to be no inherent weakness, and the general situation in our opinion is in a condition where it will respond quickly to any new stimulating influence.

**Consignments of Grain
and orders for future
transactions solicited.**

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New York Coffee Exchange,
Chicago Stock Exchange,
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BLACK BOARDS

For Stock and Grain Houses
THE ROOKERY CHICAGO

Supply Trade

Indianapolis, Ind.—The Ideal Seed & Grain Separator Co., has been incorporated for \$250,000 by C. B. Marshall, J. C. Benson and W. B. Denison.

Pleasant Hill, Mo.—McDonald Bros., mfrs. of the Economy Pitless Scale, have moved to Stoughton, Wis., giving up their factory building to the John Deere Plow Co., making the Reliance Pitless Scale.

Los Angeles, Cal.—The Richards-Neustadt Construction Co. is preparing plans for elevators to be erected at San Pedro for the Globe Grain and Milling Co. The construction will be concrete and will cost about \$45,000.

Of the many arguments in favor of class publications the one which appeals most to the man who spends the money is that every copy of his advertisement reaches a possible purchaser of his goods.—J. S. Hildreth in *The Mahin Messenger*.

Minneapolis, Minn.—The American Grain Separator Co. and R. J. Owens, both of this city, were recently found guilty of contempt in infringing upon the patent rights of the Twin City Separator Co. The fine was placed at \$500, same to be paid within ten days.

Shelbyville, Ind.—Fred. W. Kennedy was in Chicago last week and reported the demand for car liners increasing with unexpected volume. Protection against loss in transit by leaks is too cheap to attempt to do business without it and every shipper who has used liners now refuses to load cars without them.

Chicago, Ill.—The Hess Warming & Ventilating Co. has placed on the market an electric heater for its U. S. Moisture Tester. The electric heater sells a little above the cost of testers for gas, gasoline and alcohol but will completely meet the requirements of all whose insurance policies do not permit the use of combustibles.

The fool-killer hefted his club and looked mournfully over the fence at the mass of humanity sweltering beneath the torrid sun at the county fair. He shook his head. "I can't tackle that outfit today," he muttered. So he went up town and sought out a Main Street merchant who refused to advertise.—George Ade in *Fables In Slang*.

Decatur, Ill.—The Decatur Construction Co., composed of C. F. O'Connor and J. W. Stroup, has incorporated for \$2,500 and succeeded to the grain elevator building business of McAlister & O'Connor. The office of the new firm is in the Wait Bldg. Both men have had wide experience in elevator building and know the business thoroly.

Cleveland, O.—The C. O. Bartlett & Snow Co. has increased its capitalization to \$500,000 in order to provide for business extension and some enlargements, which may include a foundry. Twenty-five years ago, when the company started, its operations were the manufacture of oat meal, barley pearling and general mill machinery, but one line after another has been added until the company now holds a prominent position as an engineering concern and manufacturer of all kinds of elevating and conveying machinery, complete coal and ash handling machinery and complete equipment for the economical handling of nearly all kinds of materials.

The Hess Warming and Ventilating Company, in its drier department, has been unusually busy the past two months. Since the New Year orders have been received for driers from the following, and installations are being made as fast as possible: Harter Milling Co., Fostoria, O.; Northwestern Elevator & Mill Co., Mt. Vernon, O.; Mack Bros., Titusville, Pa.; Holmes Grain Co., Marlette, Mich.; Ithaca Roller Mills, Ithaca, Mich.; J. P. Burroughs & Son, Flint, Mich.; Standard Elevator Co., Hammond, Ind.; E. R. Bacon, Chicago; Consolidated Elevator Co., Duluth (4 driers); Globe Elevator Co., Superior, Wis.; Bachstetz Bros., Galatz, Roumania; Guillermo Pardo & Co., La Penuela, Mexico.

Chicago, Ill.—Among the exhibitors at the recent successful Cement Show were The Knickerbocker Co., rep. by W. B. Knickerbocker of Jackson, Mich., demonstrating a concrete mixer; The H. W. Johns-Manville Co., rep. by T. G. Younglove, Chicago branch manager, showing asbestos products such as paint, shingles, roofing and insulation; W. H. Salisbury & Co., with a good exhibit of rubber and leather belting and rubber specialties; and the Jeffrey Mfg. Co., rep. by F. H. Angell of the pulverizer dept. and W. J. Armstrong, M. E., both from the home office with an exhibit of the new line of power transmission machinery, a new swing-hammer pulverizer for fine grinding, an ash and clinker elevator and a new vibrating screen, in operation.

Silver Creek, N. Y.—"Modern Grain Cleaning Machinery" is the title of a new catalog, 6 x 9 ins. and 245 pgs., just issued by S. Howes Co. In this book, which will be sent to any grain dealer on application, is given a complete description of every device that is newest and best for cleaning grain. Excellent half tone engravings bring out strongly the superior points of the new "Heavy Duty Type" machinery which has been evolved by S. Howes Co. This machinery is designed on the theory that grain handlers are going to give more attention than formerly to cleaning grain and that they care more for quality than price. These facts, not to mention the government's attitude, are going to make grain cleaning machinery an absolute, indispensable necessity to the elevator man. S. Howes Co. is a virile pioneer in the field of high grade and necessary grain cleaning machinery.

INSTALLING MOISTURE Testers.

The Hess Warming and Ventilating Company has perfected an electric heater for the U. S. Moisture Tester which it manufactures, and will, within a week, have them ready for delivery. They are sold at a slight increase above the cost of the testers for gasoline, gas and alcohol, and will meet the requirements of mill owners, elevator operators and others whose insurance restrictions will not permit the use of testers with gasoline or alcohol.

The Hess Company reports a very active demand for its testers from all directions, among recent orders we list the following:

F. G. Ayres Mercantile Co., Denver, Colo.; Carlock Farmers Elevator Co., Carlock, Ill.; G. L. Shaw, Beardstown, Ill.; C. G. Sauer & Co., Dana, Ill.; Robinson Drew & Co., Emington, Ill.; Farmers Elevator Co., Ransom, Ill.; Saunemin Elevator Co., Saunemin, Ill.; Toluca Elevator Co., Toluca, Ill.; P. E. Buetke, Dana, Ill.; E. W. Beutke, Leonore, Ill.; Farmers Elevator Co., Clegghorn, Iowa; Lake City Grain Co., Lake City, Iowa; Farmers Elevator & Supply Co., Linn Grove, Iowa; A. Freund &

Co., Lowden, Iowa; Edmonds Londergren & Co., Marcus, Iowa; M. Goltry & Co., Newell, Iowa; Farmers Elevator Co., Radcliffe, Iowa; Moeller & Walton, Reinbeck, Iowa; Sanborn Co-operative Grain Co., Sanborn, Iowa; Curt Tigges, Van Cleave, Iowa; Thorpe Scott & Co., Wapella, Iowa; Western Elevator Co., Webster City, Iowa; Ritter Farmers Elevator Co., Sheldon, Iowa; Farmers Co-operative Elevator Co., Woolstock, Iowa; Blair Elevator Co., Atchison, Kans.; Darlington Distillery Co., Carrollton, Ky.; United American Co., Louisville, Ky.; Daviess County Milling Co., Owensboro, Ky.; Kalmbach Ford & Co., Shreveport, La.; Grand Trunk Railway System, Portland, Me.; Cass City Grain Co., Cass City, Mich.; J. P. Burroughs & Son, Flint, Mich.; Holmes Grain Co., Marlette, Mich.; Consolidated Elevator Co., Duluth, Minn.; McCaull-Webster Elevator Co., Minneapolis, Minn.; Simonds Shields Grain Co., Coburg, Mo.; Corno Mills Co., East St. Louis, Ill.; Burke Grain Co., St. Joseph, Mo.; Lyons Roller Mills, Lyons, Neb.; Benson Grain Co., Coleridge, Neb.; Trans. Mississippi Grain Co., Kearney, Neb.; Benson Grain Co., Wakefield, Neb.; Saunders Westrand Co., Wakefield, Neb.; Phelps & Sibley Co., Cuba, N. Y.; Howard Townsend, Irwin, Ohio; The Brungard Co., Ridgeway, Ohio; Northwestern Elevator & Mill Co., Mt. Vernon, Ohio; Chickasha Milling Co., Chickasha, Okla.; Farmers Elevator Co., Burbank, S. Dak.; McCaull-Webster Elevator Co., Burbank, S. Dak.; McCaull-Webster Elevator Co., Elk Point, S. Dak.; McCaull-Webster Elevator Co., Meckling, S. Dak.; McCaull-Webster Elevator Co., Yankton, S. Dak.; McCaull-Webster Elevator Co., Vermillion, S. Dak.; Thompson Lewis Co., Vermillion, S. Dak.; American Milling Co., Superior, Wis.

BACHELOR GRAIN MEN: Attention!

We have received so many letters recently from bachelor grain men who wish to propose marriage to the objects of their affections and yet can't find just the proper words, that we are going to answer them all at once by submitting herewith what we presume to call a *model proposal*. The bachelor grain man, having squared off before her under proper conditions of solitude and temperament, ought to bark something like this:

Dear, you're a bear! I've bin o.t. of you ever since the days before the railroads stopped furnishing cars. I'm a little short now but I'll cover if there's a bulge. If you're ready to make the break, somi, and we'll be moisture dryers for each other the rest of our lives. Let me finish! Don't become heated in transit, that's deleterious to the constitution, says the doctor. I know I'm only poor screenings but I've got \$89.50 in the bank and a damage suit in the courts against the railroads which looks like a sure winner,—maybe. Guess we'll get along somehow. Better times are sure to come. Perhaps some day we'll get a car, altho that's a little too much to expect. Now if you'll take me just as I am, I'll take you just as you are, and no questions asked. Whadyousay?

The 19th annual convention of the National Hay Ass'n will be held at Kansas City July 16-18.

A bill amending the food and drugs act has been introduced in the House by Rep. W. J. Cary of Wisconsin as H. R. 20737, striking out the words "or vegetable" from paragraph 6, section 7, thus limiting the application of the act to animal substance and not to grain or hay.

Work on the interstate postal highway in Oklahoma will be started soon, following plans completed by the way and means com'te of the state legislature. First and second prizes, aggregating more than \$1000, will be given to counties constructing the best stretches of the highway, thru arrangements of the com'te assisted by the Oklahoma City Chamber of Commerce.

CORN NOT SOLE CAUSE OF Blind Staggers.

Deaths of horses and cattle from blind staggers have been so numerous and reported from so many widely separated points in the country this winter that veterinarians have become alarmed and the state experiment stations are conducting special inquiries as to the cause of the disease.

Blind staggers, or meningo-encephalitis, the dreaded plague of horses and cattle, continues to baffle the most learned practitioners of veterinary science. Strange to say, it is the cause, rather than the cure, of this disease which is most completely shrouded in darkness. Heretofore blind staggers has been vaguely denoted among farmers as "the corn-stalk disease," but recent experiments tend to show that there is a decided fallacy here, and that corn cannot be blamed any more than numerous other foods which the horse may take into his system and which form mold in wet weather.

Blind staggers should be carefully distinguished from the numerous intestinal diseases caused by eating moldy corn-stalks. It is a disease which is caused, as nearly as science can tell, by soluble poisons getting into the blood, and is closely akin to pellagra in man. The symptoms of the disease, while they may vary in certain cases, are usually the same. The stricken animal first becomes nervous, refuses to drink, lunges up against objects and finally falls down, biting its sides, and plunging its nostrils into the ground. Post-mortem examination of the brain find in some, though not in all, cases disclose softened areas.

Blind staggers does not seem to be caused by any bacterium, at least science has thus far been unable to find one. Three or four molds common to wet corn, and the spores forming in the excrement of the corn ear worm seem responsible for the trouble. Nor is the disease at all peculiar to animals that have been given a long continued diet of wet corn. Cases have been reported which were undoubtedly caused by the eating of straw thatches which were heavy in mold, and smutty pasturage as well. One of the theories given at the late convention of veterinary surgeons at Kansas City is that the disease is caused by infected black-birds, who are bitten by mosquitoes, which in turn bite the horses. The consensus of medical opinion, however, seems to be that the disease is not caused by a germ, but by a soluble poison coming from four different species of vegetable mold. Moreover, it has been shown that these molds are poisonous only at certain times of the year, for instance in the early part of a wet fall following a summer of drought. Mules seem to be immune at all times, tho why this should be the case is not known. Moreover, the disease may swoop down on a barn-yard containing both cattle and horses that have been eating the same food, exterminating the one and sparing the other for no obvious reason. These are some of the corollary features of blind staggers which has made it the bug-a-boo of every veterinarian in the country.

The best means of curing the disease, of course, is to prevent it in the first place. No moldy corn should be fed to horses. If it is necessary to feed a grade of corn infected with mold, it is better to clean it first with a fanning mill, or by floating. Moldy corn can be fed to hogs with comparative safety, tho this is not to be advised. The best treatment

for a stricken animal, according to the Kansas State Agricultural College Department of Veterinary Science in Bulletin 173, is a subcutaneous administration of arecoline or eserine and pilocarpine, followed by a good anti-ferment, and perhaps also an aloes bolus. Unless given at once this treatment is useless.

CROP IMPROVEMENT NOTES

A seed special will be sent thru southern Minnesota this spring, by the Minneapolis Chamber of Commerce in the interests of the "better farming" movement.

Seed corn specials will be run this year over every mile of the 2,000 miles of the Rock Island R. R. in Iowa, according to an announcement of H. M. Cottrell, the road's agricultural expert. Other roads will probably cover their systems in a like thoro manner.

Chris Schroeder, agricultural expert, has gone to Valley City, N. D., where he will take charge of the Barnes County district in the capacity of farm superintendent. Mr. Schroeder is the first farm superintendent to take up his duties in any one of the districts into which the state has been divided by the Better Farming Ass'n. He is a graduate of the Agricultural College of the University of Wisconsin and later continued his studies at the University of Minnesota, where he was connected with the Experiment Station.

A field expert will be employed to work in Eddy County in co-operation with the Better Farming Ass'n, according to arrangements made by a mass meeting of 200 representative farmers held recently in New Rockford, N. D., at which Thomas Cooper, Sec'y of the Better Farming Ass'n, delivered an address and following which the New Rockford Commercial Club guaranteed \$1,250 to push the work, provided the township would give an equal sum. The supporters of the idea, which includes all the farmers in the district, are very enthusiastic.

If 100 farmers in the vicinity of every country elevator wud agree to plant the same variety of wheat, barley, oats or corn, so as to have the grain from each station of uniform grading, it wud be an excellent thing for all concerned, according to the Crop Improvement Com'te of the Council of Grain Exchanges, which is promulgating the idea. The grain trade in general commends the plan, for it promises to eliminate many of the tedious difficulties which now confront shippers, and will lessen the number of bins necessary to separate grades. In the terminal markets the effect of the plan wud be even more beneficial than at country shipping points.

Simple one acre and ten acre tests for seed corn are explained in a 21x14 in. illustrated poster which the Crop Improvement Com'te of the Council of Grain Exchanges is sending out to distributing centers in the corn belt. These tests have the "ear-marks" of great practical value in the present year of suspicious seed corn and should be placed in operation in every district not possessing more elaborate testing apparatus. Less than ten of the posters will be furnished free and more than that number at cost. The unlimited right of reproduction is granted and electrotypes in any size will be furnished at cost. Address Bert Ball, Sec'y Crop Improvement Com'te, Room L, Board of Trade, Chicago.

MARQUETTE BUILDING,

CHICAGO, ILLINOIS

O'GARA COAL COMPANY

Grain Elevator

Trade Given Our

Special Attention

PRODUCERS AND SHIPPERS OF

HARRISBURG, ILL., SPRINGFIELD DISTRICT, ILLINOIS, LINTON

and CLINTON DISTRICTS, INDIANA, CAMBRIDGE, OHIO,

and FAIRMONT, WEST VIRGINIA, COAL

Annual Output
7,000,000 Tons

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission, the carriers have made the following changes in rates:

B. & O. has made a rate of 17c on flaxseed, imported via Philadelphia, Pa., and Baltimore, Md., to Toronto, Can.; effective Feb. 15.

D. S. S. & A. in GFD11944 makes a rate on wheat, effective Feb. 29, from Duluth, Minn., and Superior East End, Wis., to eastern cities.

D. T. & I. gives rates, effective March 9, on grain and grain products from Detroit, Mich., to Adrian, 5½c; Alma, 7c; Ann Arbor, Mich., 5c.

C. M. & St. P. gives rates, effective March 15, on corn, rye and oats between Chicago, Ill., and Milton, Wis., 8c; wheat between same points, 5c.

C. & O. in Sup. 2 to 1620B gave rates, effective Feb. 29, on grain products from Peoria, Pekin, Ill., to Milwaukee, Wis., 9c, malt and malt sprouts, 8c.

Mo. Pac. in Sup. 8 to 1432A gives rates on grain and grain products, effective Mar. 5, from Mo., Neb., Kan. and Ia. points to Ark., Mo. and Okla. points.

Ill. Cent. will make effective Mar. 1, a rate of 12.3 on corn from Sioux City and Leeds, Ia., to Kansas City, St. Joseph, Mo., Leavenworth and Atchison, Kan.

T. & O. Cent. has made a rate of 10c on elvtr. dust, oat clippings, and oat hulls from Columbus, O., to Chicago, Ill.; 11½c to Milwaukee, Wis.; effective Feb. 16.

C. M. & P. S. will make a rate of 42½c on oats from Belgrade, Bozeman, Logan and Three Forks, Mont., to St. Louis, Mo., and East St. Louis, Ill.; effective Feb. 26.

St. L. S. W. makes a rate of 12c on wheat and corn, effective March 12, from Piggot, Arkdale, Hubbard and Recot, Ark., to St. Louis, Mo., and East St. Louis, Ill.

N. Y. Cent. & H. R. gives rates on grain and grain products in packages, effective March 9, from Black Rock, Buffalo and East Buffalo, N. Y., to Savannah, Ga., 18c.

C. R. I. & P. in Sup. 3 to 28470A gives rates effective Mar. 5, on grain and grain products to Ill. and Ia. points, from St. Paul, Minneapolis and Minnesota Transfer, Minn.

Can. Nor. in W1053, gives rates, effective March 7 and expiring March 31, on wheat, oats, barley and flax seed, from Alta, Man. and Sask. points to Minn. points and Superior, Wis.

Trans-Continental Freight Buro Tariff 3-i gives thru rates, effective March 11, on barley and malt from points in Cal., Nev. and Utah to Chicago, 62½c; to points east of Chicago, 70c.

M. K. & T. will make rates effective Feb. 26, on wheat, corn and articles taking same rates, wheat 15¼c, corn 14¼c, from St. Louis, Mo., Alton, and East St. Louis, Ill., to Coffeyville, Kan.

N. Y. C. & H. R. made a rate of 8½c, effective March 5, on oil cake and oil meal for export from Buffalo, Black Rock and East Buffalo, N. Y., to Baltimore, Md., and Philadelphia, Pa.

Nor. Pac. will make effective Feb. 28, a rate of 22c on grain to St. Paul, Minneapolis, Minnesota Transfer, Duluth, Minn., and rate points from Stipek, Intake, Burns, Savage, Crane and Sidney, Mont.

C. St. P. M. & O. will make effective Feb. 26, a rate of 7½c on corn, rye, oats and barley, from St. Paul, Minneapolis and Minnesota Transfer, Minn., when from beyond, to Mansfield and Elroy, Wis.

Mich. Cent. in GFD9073 gives rates, effective interstate Mar. 25, on grain and grain products from stations on the Mich. Cent. and connecting lines to points in Ill., Ind., Ia., Ky., Mich., Mo., N. Y., O., Ont., Penna., W. Va. and Wis., also from stations on the Mich. Cent. to Detroit, Mich., and Toledo, O.

Mich. Cent. in GFD 9078 gives rates, effective March 25, on grain and grain products from stations on the Mich. Cent. west of the Detroit and St. Clair rivers to eastern U. S. and Canadian basing points.

C. M. & St. P. makes a rate of 13½c on wheat, effective March 20, from St. Paul, Minneapolis, Minnesota Transfer, Minn. (on shipments originating beyond), to Bloomington, Petersburg and Jacksonville, Ill.

Can. Pac. makes a rate of 24c, effective March 14, on wheat, oats, barley and flaxseed from Port Arthur and West Fort, Ont., to Duluth, Minneapolis, Minnesota Transfer, St. Paul, Minn., and Superior, Wis.

C. G. W. makes rates, effective April 1, between St. Paul, So. St. Paul, Minneapolis, Minnesota Transfer and Stillwater, Minn., and Dubuque, Ia., flax and millet seed 17c, wheat, corn, oats, rye and barley 12½c.

C. R. I. & P. in Sup. 6 to 19700C gives rates on grain and grain products, effective Mar. 7, between St. Paul, Minnesota Transfer, and Minneapolis, Minn., and rate points and C. R. I. & P. stations and connections in Okla.

C. B. & Q. in Sup. 22 to GFO1800B gives rates effective Mar. 10, on grain and grain products between C. B. & Q. stations and connections and stations in Ill., Mo., and Minn., also other points on lines east of Mo. river.

Wabash makes effective Feb. 25, a rate of 11.4c on wheat, and 10.3 on corn, rye, oats and barley, between Chicago and Salem, Ill.; 12.7 on wheat and 11.6 on corn, rye, oats and barley, between Chicago and Chester, Ill.

Mo. Pac. in Sup. 3 to 4067 gives rates effective Mar. 5, on grain and grain products from Kansas City, St. Joseph, Mo., Atchison and Leavenworth, Kan. (on traffic originating at points named in tariff), to Memphis, Tenn.

B. & O. in Sup. 3 to ICC 10448, gives rates, effective March 1, on grain and grain products from B. & O. stations to Boston, Mass., New York, N. Y., Philadelphia, Pa., Baltimore, Md., and other eastern and interior points.

W. H. Hosmer, agent C. & A., etc., gives rates, effective March 1, on malt from St. Paul, Minneapolis, Minnesota Transfer, Duluth, Stillwater, Winona, Minn., Superior, Wis., to Cumberland, Md., Elkins and Richmond, W. Va., 21c.

C. R. I. & P., in Sup. 6 to 14871D, gives rates, effective Apr. 1, on grain and grain products between Little Rock, Ark., and Memphis, Tenn., and stations in Ark. and La., also from La. points to Memphis, Tenn., and stations in Ark.

C. R. I. & P., in Sup. 3 to 22000B, gives rates on grain and grain products, effective March 15, between stations in Ill., Minn. and Ia. and C. R. I. & P. stations and connections in Ill., Minn. and Ia., S. D. and Mo., including Missouri river points.

Minn. & St. L., in 1650A, gives rates on corn, oats, wheat, rye and barley, milled cleaned, mixed or shelled in transit from Minn. & St. L. stations in Ia., Minn. and S. D. to Chicago, Peoria, Milwaukee, St. Louis, and points taking the same rates, effective Mar. 1.

C. Gt. W., in Sup. 19 to GFD14481, gives rates effective Mar. 1, on grain and grain products (applying only on shipments originating beyond) from Mo. river points to C. Gt. W. stations and connections, also to East Dubuque, Ill., when destined east of Ill.-Ind. state line.

R. I. gives rates, effective March 15, on wheat, corn, oats and barley between Kansas City, Atchison, St. Joseph and Leavenworth, Kan., and Blue Grass, Sunbury, Dixon, Clinton and Bennett, Ia., wheat, 11¼c; corn, rye, oats and barley, 10¼c; March 16, from Davenport, Muscatine and Cedar Rapids, Ia., to Little Rock, Pine Bluff and Brinkley, Ark., millfeed, 22c; Camden, Ark., millfeed, 31c; wheat, between Afton, South Stillwater, Stillwater, Minn., and Ely, Cedar Rapids, Palo, Cedar Falls, Marble Rock and Clarksville, Ia., 14c.

R. I. gives rates, effective March 9, on corn, oats and wheat from Minnesota Transfer, St. Paul, Minn., when originating at points having no thru rate, to Port Arthur, Tex., for export, 21c.

C. M. & St. P., in Sup. 17 to GFD6952B, gives rates on grain and grain products, effective Feb. 29, between C. M. & Puget S. stations and connections and Chicago, Ill., Milwaukee, Wis., St. Paul, Duluth, Minn., Council Bluffs, Ia., Omaha, Neb., and Kansas City, Mo.

Minn. & St. L., in Sup. 8 to 1622A, gives rates effective Mar. 1, on grain and grain products from Kansas City and St. Joseph, Mo., Atchison and Leavenworth, Kan., Council Bluffs, Ia., Omaha, So. Omaha and Nebraska City, Neb., to Minn. & St. L. stations and connections.

E. J. & E. gives rates, effective March 3, on by-products and grain, for export, from Chicago, Ill., Hammond, Ind., Chicago Heights, East Joliet, Ill., to Baltimore, Md., and Norfolk, Va., 13c.; Boston, N. Y., 16c.; Philadelphia, 14c.; corn oil cake, for export, 1c. less than these rates.

C. St. P. M. & O., in Sup. 3 to GFD1310C makes a rate effective Mar. 1, on grain and grain products between St. Paul, Minneapolis, Minnesota Transfer, Duluth, Minn., Superior, Itasca, Ashland, Wis., and C. St. P. M. & O. stations and connections and C. & N. W. stations and connections.

R. I. will make a rate of 9c on wheat and 8c on corn, rye, oats and barley, effective Feb. 27, from Mo. River points to Granite City, Barco, and Edwardsville, Ill.; effective Mar. 10, a rate of 16c on millet seed from Atchison, Leavenworth, Kan., Kansas City, and St. Joseph, Mo., to Sioux City, Ia.

C. B. & Q. in Sup. 5 to ICC 10274 gives rates on grain, grain products and seeds, effective March 22, from Chicago, Peoria, Ill., St. Louis, Mo., Minneapolis and St. Paul, Minn., and stations in Iowa and Missouri to Brookport, Metropolis, Cairo, Ill., Memphis, Tenn., Mobile, Ala., and New Orleans, La.

M. & St. L. gives rates on grain, effective March 18, from St. Paul, Minneapolis, Minnesota Transfer, Minn. (when originating beyond), to Kansas City, St. Joseph, Mo., Atchison and Leavenworth, Kan., Council Bluffs, Ia., Omaha and So. Omaha, Neb., wheat, 14¼c; corn, oats, rye and barley, 13¼c.

C. St. P. M. & O., in Sup. 1 to GFD1779G gives rates effective Mar. 1, on grain and grain products, from St. Paul, Minneapolis, Minnesota Transfer, Duluth, Minn., Superior, Superior East End and Itasca, Wis., on shipments originating beyond, to St. Louis, Mo., East St. Louis, Alton, Granite City and Quincy, Ill.

M. & O. gives rates, effective March 15, on grain from St. Louis, Mo., and East St. Louis, Ill., originating beyond, to Key West, Fla., for export to Havana, Cuba, wheat, 21¼c; corn and oats, 20¼c; to New Orleans, La., and Mobile, Ala., for export to foreign countries, corn, oats, rye and barley, 10¼c; wheat, 11¼c.

C. Gt. & W. will make effective Mar. 1, a rate of 20¼c for export and 34¼c for domestic delivery, on oats and barley from St. Paul, Minneapolis, Minnesota Transfer, Stillwater, Duluth, Minn., Superior, Wis., (on shipments originating beyond), to West St. John, N. B.; 19¼c to Cumberland, Oakland, Md., and Elkins, W. Va.

C. St. P. M. & O., in Sup. 3 to GFD1625A, gives rates on grain and grain products, effective March 3, between St. Paul, Duluth, Minn., Chicago, Ill., and points taking same rates, and Minn., Ia., S. D. and Neb. points on C. St. P. M. & O., also between Sioux City, Ia., and Omaha, Neb., and Minn., Ia., S. D. and Wis. points.

C. & A. gives rates on wheat, effective March 3, from Kansas City, Mo., to Fulton, Glasgow, Higginsville, Marshall, Mexico and Slater, Mo., to be milled in transit and reshipped to southern points, 5c; March 24, wheat, from Chicago, Ill., to Benton, Cartersville, Herrin, 10c; Murphysboro, 8c; Marion and Ziegler, Ill., 10c.

C. R. I. & P. in Sup. 8 to 17020A gives rates, effective Mar. 31, on grain and grain products between St. Louis, Mo., and rate points and stations in Ill. and Ark. points.

Mich. Cent. in Sup. 4 to GFD 8920 gives rates, effective March 25, on grain and grain products from stations in Ill., Ind. and Mackinaw City, Mich., to C. F. A. and western points.

Wabash, in Sup. 9 to C6674 makes rates effective Mar. 1, on grain and grain products, from Chicago, East Hannibal, and East St. Louis, Ill., St. Louis, Mo., and points taking same rates to Baltimore, Md., Boston, Mass., Buffalo, N. Y., New York, N. Y., Norfolk, Va., Philadelphia, Pittsburgh, Pa., and points taking same rates.

C. C. C. & St. L. gives rates, effective March 15, on elvtr. dust, grain screenings and oat hulls from Columbus, O., to Chicago, Ill., 10c; Milwaukee, Wis., 11½c; Pekin and Peoria, Ill., 10c; grain, from Jackson, Brick City, Lyonette and Rollin, Mich., to Lynchburg, O., 11c; from Hudson, Prattville and Waldron, Mich., to Lynchburg, O., 10c.

Union Pac., in Sup. 4 to GFO12820, gives rates on grain and grain products to Montana common points from Chicago, Ill., and rate points, taking rate basis A \$1.38 from St. Louis, Mo., and points taking rate basis B \$1.34 from Omaha, Neb., and points taking rate basis C \$1.13 from Denver, Colo., and points taking rate basis D 90c; effective Mar. 8.

Can. Pac. will make a rate of 18c on wheat and oats, effective Feb. 28, to Duluth, Minneapolis, Minnesota Transfer, St. Paul, Minn., and Superior, Wis., from Sedley, Lajord, Kronau and Richardson, Sask.; a rate of 22½c on grain products and 23c on wheat, barley, oats and peas, effective Mar. 1, from Fort William, Port Arthur and Westford to Philadelphia, Pa., for export.

C. & N. W. gives rates, effective March 20, on wheat and corn between Alton, Ia., and Omaha or So. Omaha, Nebr., wheat, 10½c, corn, 8.9c; wheat and corn between Orange City, Ia., and Omaha or So. Omaha, Neb., wheat, 10½c, corn, 8.9c. March 25, corn and oats from Mankato, Minn., to Carr, Evans, Pueblo, Colo., Pine Bluff, Wyo., and rate points; from Emmet, 26c, Ewing, Inman, O'Neill and Stafford, Neb., 25c.

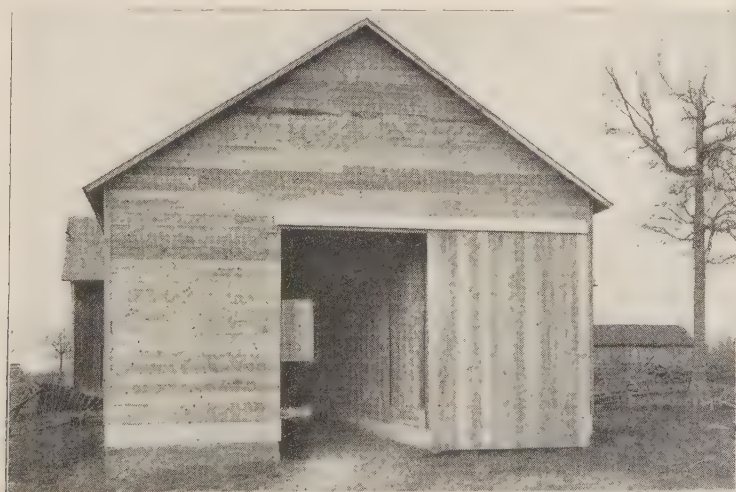
C. & O. in Sup. 24 to 1604A gave rates, effective (interstate) Mar. 4, (state) Jan. 30, on grain in carloads from Chicago, Ill., to Alton, Belleville, East St. Louis, Edwardsville, Granite City, Venice, Ill., and St. Louis, Mo., 7c; on screenings and elevator dust in carloads from St. Louis, Mo., and East St. Louis, Ill., to Argo, Chicago, Joliet and Lockport, Ill., 7c, on wheat in car loads from Chicago, Ill., to Benton, Carterville, Herrin, Marion and Zeigler, Ill., 10c., to Murphysboro, 8c.

St. L. S. W., in 6061, made a rate of 10c on wheat and corn, effective Feb. 6, from all St. L. S. W. stations in Mo. (except St. Louis), to St. Louis, Mo. and East St. Louis from Arkdale, Blake, Greenway, Hammet, Hubbards, Piggot, Pratt, Rector and St. Francis, Ark., to St. Louis, Mo., and East St. Louis, Ill., wheat and corn, 12c.

Soo gives rates, effective March 16, on barley, buckwheat, corn, oats, rye and wheat from Almena, Amery, Barron, Cameron, Wis., Copas, Minn., St. Croix Falls, Rice Lake, Campia, Canton, Dallas, De-ronda, Driver Junction, Dwight, Frederick, Hillsdale, Joel and Luck, Wis., Maple Island and Marine, Minn., Miltown, Wyo., Osceola, Poskin Lake, Ridgeland, Summit and Turtle Lake, Wis., and Wilborn, Minn., to Chicago, Ill., Milwaukee, Manitowoc, Wis.; 12½c. March 27, corn and oats, from Almena, Amery, Wis., Bald Eagle, Minn., Barron, Wis., St. Paul, Minn., and other Wisconsin and Minnesota points to Boyne City, Mich., 14c; to Grise, Slingerland, Alabaster and Robinson, Mich., 15½c.

NEW RAT-PROOF CORN Crib.

Corn in rat-land will soon be at a premium if recently devised plans for a new rat-proof corn crib turn out to be as good as they look. The new rat-proof corn crib is not different from other cribs except for the foundation, but as this is the feature which determines whether the rats come in or stay out, it is about the whole thing after all. The foundation, as specified in the new plans, will consist of concrete 16 ins. below the surface and 16 ins. above, with a solid concrete floor, making a basic structure of concrete resembling a capital H. The top of the foundation wall should be as straight, level and smooth as possible. After the frame of the building is up a strip of stiff sheet metal of 18 or 16 gage and about 16 inches wide should be nailed to the studding and posts just above the foundation wall, lapping down over the wall about ½ in. and whatever material is used above the strip of sheet metal, lath or siding, should lap down a little over the metallic strip. This strip must go around the outside without leaving any intervening space and over all doors and entrances, as this is what will prevent a rat from climbing up into the crib above the foundation wall. There is nothing really new about the device except the placing of the metal strip, but this seems a very practical idea, which, if carried out in conjunction with the concrete foundation, ought to prove an effective remedy. Letters patent for this invention have been granted W. F. Kurtz.



New Rat Proof Corn Crib.

RAILROAD

C
O
O
P
E
R
A
G
E

Did you know we are collecting 80c per car from some of the railroads to pay the country elevator operator for the labor and expense of material used outside of grain doors to prepare each car before loading?

IF NOT, WRITE US

Send us your old and declined claims

We collect loss in transit claims regardless of Leakage Reports.

Deterioration in transit claims collected.

WE COLLECT 'EM on commission—No collection, no charge.

Our manager was in the grain business at the Kansas City Board of Trade for 16 years.

Our General Attorney is a practical railroad attorney.

CLAIMS

Donaldson & Co.

Suite 1002 Gloyd Bldg.,
Kansas City, Mo.,

Reference: Commerce Trust
Co. Established 1907.

C. W. DONALDSON, Mgr.
GLENN R. DONALDSON, Gen. Atty.

Supreme Court Decisions

Damages for Carrier's Delay.—Special damages for a carrier's delay in transportation cannot be recovered where the carrier had no notice at the time of contract of the special facts; not even those accruing from delay occurring after it is given such notice.—*Hassler v. Gulf, C. & S. F. Ry. Co.* Court of Civil Appeals of Texas. 142 S. W. 629.

Broker's Delivery of Stock.—A broker who undertakes to purchase stock for a customer must have under his control the stocks which the customer is entitled to receive upon payment, free from the demands of other customers, so that purchases and sales for various customers cannot be set off against each other in determining whether the broker has fulfilled his agreement to purchase for a particular customer, unless both of the transactions set off are real.—*Greene v. Corey.* Supreme Judicial Court of Massachusetts. 97 N. E. 70.

Lien on Crop.—The special lien of a landlord for supplies furnished to make the crop exists only against the particular crop which the supplies were furnished to make; but where the landlord at the beginning of a year advances to his tenant corn and similar products, and at the end of the year the tenant has on the place an adequacy of like products with which to repay the advancement, but needs them in order to make the next year's crop (the relation of landlord and tenant continuing for another year), and it is agreed between the landlord and the tenant that the latter, instead of delivering the products to his landlord, shall keep them and use them to make the second year's crop, and the tenant does so, the landlord has a lien as to them upon that year's crop.—*Fletcher Guano Co. v. Vorus.* Court of Appeals of Georgia. 73 S. E. 343.

Demurrage.—A railroad company engaged in interstate commerce may charge and collect demurrage or car service charges in accordance with its tariff schedules, rules, and regulations filed with and approved by the Interstate Commerce Commission, on cars used in interstate shipments, where the consignee fails to unload and release them within 48 hours, free time, after notice of arrival and tender of the shipments to such consignee, or the one charged with the duty of unloading such cars. The fact that neither the consignee nor the one charged with the duty of unloading is able to receive and unload the cars within 48 hours, free time, after notice of their arrival will not relieve the consignee of the obligation to pay such service charges.—*Nebraska Transfer Co. v. Chicago, B. & Q. R. Co.* Supreme Court of Nebraska. 134 N. W. 163.

Liability for Fire from Railroad Engine.—St. 1837, c. 226, § 9, provided that, when any injury was done to the property of any person by fire communicated by a railroad locomotive, the company should be responsible in damages, unless it show that it had used all due caution and diligence. St. 1840, c. 85, § 1, substantially Gen. St. 1860, c. 63, § 101, St. 1874, c. 372, § 106, and Pub. St. 1882, c. 112, § 214, provides that, when injury is done to any building, etc., by fire communicated by a railroad locomotive, the railroad company shall be responsible in damages to the person injured; and St. 1840, c. 85, § 2, repeals section 9, c. 226, St. 1837. Held, that St. 1840, c. 85, was applicable to all property, whether the fire be communicated directly from the locomotive or indirectly through natural and ordinary means, and the company's liability was not restricted to property lying immediately adjacent to the track.—*New England Box Co. v. New York Cent. & H. R. R. Co.* Supreme Judicial Court of Massachusetts. 97 N. E. 140.

Negligence in Dust Explosion for Jury.—On evidence, in an action for the death of an employee from a dust explosion and consequent fire in an elevator or grinding mill, held, that the question of whether defendant was negligent in failing to use appliances well and long known and in practical use for removing and preventing a dangerous accumulation of the explosive dust was for the jury.—*Barney v. Quaker Oats Co.* Supreme Court of Vermont. 82 Atl. 113.

Liability of Agent.—In an action for damages for defendant's shipment of worthless flour, a car load of flour formerly ordered of defendant doing business in Missouri had been shipped by the manufacturer from Colorado. The contract for a second car was wholly in writing, and the buyer's letter to defendant was forwarded to the manufacturer, who furnished quotations directly to the buyer. Defendant later wrote the buyer confirming the sale of a car of flour to him on account of the manufacturer, and the car was shipped by the manufacturer to its order, accompanied by a sight draft which the buyer paid on taking the flour. The buyer and the manufacturer exchanged letters respecting the claim for damages, showing that the buyer understood that he had bought from the manufacturer, and that the manufacturer recognized its liability for damages. Held, that the defendant was an agent acting for the manufacturer with no intention of binding himself which was known to the buyer; and hence that there could be no recovery.—*J. W. Boyd Grain Co. v. Thomas.* Supreme Court of Arkansas. 142 S. W. 1150.

Suit Against Carrier.—Prior to Oct. 17, 1907, L. O. A., of P., ordered from W.-M. Co., of O., a car of coal to be shipped from H. to F. On said date said car, containing 76,800 pounds, was shipped by W.-M. Co. over plaintiff in error's line of railroad to W.-M. Co., at P., shipper's order, "Notify L. O. A." The B/L so drawn and draft for the amount of the invoice, including freight, was delivered for collection to W. F.'s agent at P., who was also the agent of plaintiff in error at P. The car of coal arrived at P. on the 28th day of November, 1907. After it arrived, and on the same day L. O. A. paid the draft. L. O. A. completed the unloading of the car on November 30, 1907. After having weighed the coal unloaded from said car, he found that he had received 67,880, instead of 76,800, pounds, as called for by the B/L. A.'s receipt shows W.-M. Co. to be both the consignor and the consignee, and states, "Notify L. O. A." There is no contention that W.-M. Co. had assigned its right of action to A. Held, that A. was not entitled to recover, as he showed no title in himself prior to the time he paid the draft and received the B/L; all damage occurring prior to that time.—*St. Louis & S. F. R. Co. v. Allen.* Supreme Court of Oklahoma. 120 Pac. 1090.

Mixing is Not Adulteration.—Rev. Laws, c. 75, § 16, provides that no person shall sell any article of food which is adulterated. Section 17 defines the term "food" to include all articles, simple, mixed, or compound, used in food or drink by man, and section 18 declares that food shall be deemed adulterated if any substance has been mixed with it, so as to reduce, depreciate, or injuriously affect its quality, strength, or purity, or if an inferior or cheaper substance has been substituted for it wholly or in part, or if it is an imitation of or sold under the name of another article, but that such provisions shall not apply to mixtures or compounds not injurious to health and which are recognized as ordinary articles or ingredients of articles of food, if every package sold or offered for sale is distinctly labeled as a mixture or compound with the distinct name of each ingredient therein. Held, that blended maple sugar "part maple and part granulated," itself a well-known article in the trade as a commercial unit of food bought and sold as such, was neither an adulterated food nor an imitation within the statute.—*Adams v. New England Maple Syrup Co.* Supreme Judicial Court of Massachusetts. 97 N. E. 85.

Futures Unlawful in Mississippi.—The proviso of Laws 1908, c. 118, § 2, declaring that nothing in the act prohibiting dealings in futures shall apply to transactions by mail or telegraph between persons in the state and persons outside of the state, where neither is represented in the state by any broker, was inserted on the erroneous idea that such a provision was necessary to render the act constitutional, and it does not render dealings in futures valid when conducted by such class of persons.—*Ascher & Baxter, v. Edward Moyse & Co.* Supreme Court of Mississippi. 57 South. 299.

Carrier's Liability.—A contract of carriage of certain cotton received by the A. & N. Ry. Co., at Warwick, Ga., a station on the defendant's line of railroad, "consigned to O/N order [order notify] E. L. Harper, Savannah, Ga., via Cordele compress," was a thru B/L, and bound the railroad to deliver the cotton at Savannah, Ga., the destination mentioned in the B/L, notwithstanding a stipulation in the bill of lading that "this company shall not be responsible as common carriers of said property beyond its line of road"; it not appearing that the shipper of the cotton had expressly assented to the stipulation.—*Albany & N. Ry. Co. v. Merchants' & Farmers' Bank.* Supreme Court of Georgia. 73 S. E. 637.

Carrier's Liability for Shortage.—Under the Mississippi statute (Code Miss. 1906, § 4851), which provides, "Every B/L or other instrument in the nature or stead thereof, acknowledging receipt of property for transportation, shall be conclusive evidence in the hands of a bona fide holder for value, whether by assignment, pledge or otherwise, as against the person or corporation issuing the same, that the property has been so received," where a transportation company has issued a B/L for so many bales of cotton, weighing so many pounds, and describes it as being marked with certain letters of the alphabet, and the company tenders to a bona fide holder of the B/L the specified number of bales, which in fact weigh less than the weight stated, and are marked with different letters, and the holder of the B/L accepts the cotton, but stipulates that he does not accept it in satisfaction of the B/L, and sues the carrier, and it appears that the marks on the cotton were immaterial in fixing its value, held, that the carrier may show that the cotton tendered by it was the identical cotton received by it, despite the discrepancy in marks; but it is liable for the shortage in weight.—*Illinois Central R. Co. v. Doughty.* Court of Appeals of Georgia. 73 S. E. 541.

Replevin of Crop by Mortgage.—A hop grower contracted to sell her crop at a specified rate per pound, and gave a chattel mortgage on the crop to secure any advances by the purchaser under the contract, and any damage to him by breach of the contract by the grower. The mortgage provided that it should be foreclosed in the manner provided by law. L. O. L. § 422, provides that a mortgage lien shall be foreclosed, and the property adjudged to be sold to satisfy the debt secured by a suit. Section 7411 provides that on breach of the conditions of a chattel mortgage it may be foreclosed in the manner therein provided and not otherwise. Section 7410 provides that on breach of the condition of a chattel mortgage, the mortgagee shall be entitled to the immediate possession, and if the possession is not delivered on demand he may recover possession as provided by Code Civ. Proc. tit. 4, c. 2 (L. O. L. §§283-294), which chapter relates to the recovery of possession of personal property, and provides that during pendency of the action the property may be delivered to plaintiff upon a writ, commonly known as the writ of replevin. Held that, on breach of the contract with the hop grower, the purchaser could maintain replevin to recover the hops, although he might have brought suit to foreclose the mortgage, making parties defendant of all who claimed to have any interest in the hops.—*McNeff v. Southern Pac. Co.* Supreme Court of Oregon. 120 Pac. 6.

Patents Granted

Car Seal. No. 1,018,682. (See cut.) August Chas. Rosenbrook, Wall, S. D. A car seal comprising a housing sleeve having at each end pairs of parallel flanges provided with laterally bent triangular wings, the side edges converging toward the adjacent end of the sleeve and a strip provided with T-slotted end portions to respectively interlock with the wings and the flanges.

Bag Holder. No. 1,018,671. (See cut.) Chas. Henry Light and Chas. H. Hutchinson, Des Moines, Ia. A bag holder, comprising a bail carrying a ring on which wings are mounted intermediate of the sides of the bail, the central portion of which is twisted and formed into a hook, the bail also having integral extensions on its ends arranged in converging planes relative to the sides of it and fixed on it at their extremities at points above the ring.

Grain Door. No. 1,018,715. (See cut.) Chas. Henry Kenny, Winnipeg, and Malcolm McMillan, Gladstone, Man., Can. The combination with the lower section of the door and suitable overhead supporting means, of opposing bars pivotally secured at the lower end to the door, with the other ends secured by chains to the supporting means; a rotatable cross bar carried by the door and oppositely directed links connecting it with the lower ends of the pivoted bars.

Grain Door. No. 1,019,025. (See cut.) Calvin P. Coon, Bruce, Wis. A grain door adapted to fit against the door frame on the inside of a car and having cleats adapted to engage it; a sliding bar pivotally connected with one of the cleats and having a guide on the door, the cleat and slide being relatively movable; means for locking the bar against movement in one direction and a wedge fitting between it and the attached cleat and operating so as to clamp both cleats to the door frame.

Combination Bag Holder and Weighing Scale. No. 1,019,685. (See cut.) Dell E. Millard, Galesburg, Kan. A combined bag holding and weighing mechanism comprising a supporting frame with a base ring having supporting standards and supporting feet; means of connecting the standards at their upper ends; a bag receiving and weighing frame comprising a base plate, adjustable bag holding bars secured at the lower ends to the plate and means to connect the upper ends together, and a pivotally mounted scale beam operatively connected to the bag receiving frame.

Grain Door. No. 1,018,773. (See cut.) Peter Oak, Laurel, Neb. The grain door

comprises a lower member hinged on its lower side, an upper member hinged on the upper side and provided with a downwardly directed catch to engage the upper side of the lower member when both members are in a closed, vertical position; hanger yokes depending from the roof of the structure and a locking bar carried by and laterally movable on the yoke for engagement by the catch of the upper member when the latter is in an elevated position, the yokes having the means to secure the locking bar in adjusted position.

Grain Separator. No. 1,018,997. (See cut.) Carl G. Thompson, Louisville, Ky. A grain separator provided with an air chamber containing air under pressure and having at one end at the top, a valve-controlled opening for discharging a horizontal sheet of air; a ledge projecting beyond the opening and acting as a deflector for the air sheet, and for discharging the grain, a pipe leading from a point above the bottom of the chamber and into an air compartment spaced from the chamber; an upper extension leading from the compartment, provided with a constriction above the pipe, the space below it serving as a receiver for the cleansed grain, the air from the air compartment rising upwardly thru the constriction against the falling grain; a common chamber for receiving the combined air discharges; a blower; a valve for controlling the drafting of the air from the latter chamber into the blower casing and means for returning the air into the first chamber.

Grain Door. No. 1,019,274. (See cut.) Benj. F. Owens, Rockwell City, Ia. In a grain car, having a door opening, a door comprising three sections capable of independent movement with relation to each other and designed to completely fill the door opening; means for securing the sections in the opening; a chain secured to one side of the upper end of the upper section and to the frame of the car near the roof, a chain secured to the other side of the upper section near the end, a hook secured to the frame of the car near the roof designed to engage the second chain when the upper section is swung end for end and rests adjacent to the inside of the car; means for securing the upper end of the middle section to the roof and for permitting it to swing upwardly and inwardly, and means for securing it adjacent to the roof at the limit of its movement; the upper end of the lower section being slidably mounted on the frame of the car in the opening to permit the lower end to also swing upwardly and inwardly, and means for securing it to the roof of the car when it is moved to the upward limit of its vertical movement.

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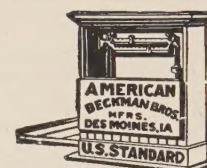
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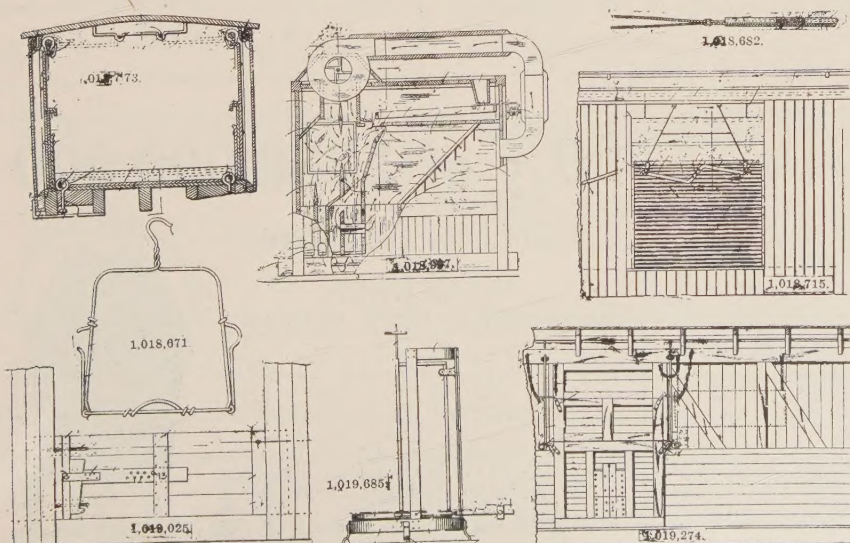
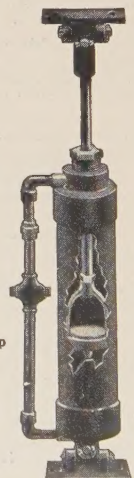
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Lubrication of Gasoline Engines.

Ninety-five per cent of gas engine troubles are due either to poor or over-lubrication and to ignition troubles.

Engineers as a rule pay too much attention to cylinder lubrication and neglect the other moving parts of the engine, which is often the real cause of trouble which is blamed on something else. Outside of the piston proper the most important bearing on the whole engine is the crank shaft bearing. This bearing is subjected to a heavy pressure, and should be properly lubricated at all times. The same holds true for the wrist pin bearing in the piston.

The force feed oiler seems to give better satisfaction than splash lubrication, which at best is more or less uncertain. In many cases splash lubrication has resulted in dirt and grime forming in the wornout oil, which in turn resulted in undue wear to the bearings. In short, splash lubrication seems to mean either over-lubrication or under-lubrication, and these are two abuses which will shorten the life of the best engine that ever turned a wheel.

The bearings of the main boxes are subjected to great pressure from the force of the explosions and the weight of the fly wheels. The amount of oil required is not as great as for the crank shaft bearing. But it is better to take the word of the manufacturer in this connection.

Many engines, especially the cheaper ones, are put out with simple oil holes in the main bearings. These should in all cases be threaded and lubricators fitted. It is better to spend a little for lubricators than to foot a heavy repair bill later.

The spur or bevel gears with which most engines are supplied should receive some attention, especially the two to one gearing which carries the load of opening the exhaust valve. Because a gear runs slowly is no reason why it should not be lubricated frequently.

The throttling governor should be kept well lubricated, and should work freely at all times, as well as the valve stems, for many cases of engine trouble have sprung from neglect of valve stems. The ingenious engineer often uses the tip of a quill feather to get at such parts.

Great caution should be used in lubricating igniters which are not fitted with graphite bearings and which require attention. Most engineers use a piece of 18 gauge wire or a broom straw. Under no consideration should an oil can be used. No oil should be poured on the jump spark or the make and break igniters, as trouble will always result.

Regarding the kind of lubricant to use it is essential that a good cylinder oil

with a high fire test be used in the cylinder. For the other parts a good oil with a heavy body will answer. Grease does well on some bearings.

Proper lubrication does not mean over-lubrication and the spraying of fly wheels and the walls of engine rooms with oil, where it is wasted and worse than useless. It should be remembered that the primary purpose of oil is to prevent friction. Most engines can be kept in good order by an oiling each half day.

Books Received

WEEDS OF THE FARM AND GARDEN, by L. H. Pammel, Professor of Botany, Iowa State College and Botanist Iowa Agri. Exp. Sta., is a long needed book describing the more important weeds of the United States and giving instructions for their eradication. The trouble heretofore has been that while the experiment stations have published numerous beneficial bulletins on this subject the demand of the farmers for copies was so great that the editions were soon exhausted. Professor Pammel's book is one which may well be taken as a permanent authority, since it combines the cream of experimental station investigation with his own personal researches and those of his assistants. The book will be invaluable to farmers who have had trouble with weed impurities in agricultural seeds. Instructions for going after this vexatious problem are given in a clean-cut, confident manner which ought to be an inspiration to the most happy-go-lucky reader. The main virtue of the work is that it is intensely practical, in simple, earnest language from the first page to the last. The chapters on eradication of weeds, how weeds are disseminated, the farmer's interest in good seed and methods of weed propagation are worthy of special mention. Well executed illustrations, numbering 161, keep the text from becoming obscure in any manner. The book is carefully indexed, so that a farmer, being plagued by some weed, can turn to the proper pages in a minute and get the whole history of the pest as well as half a dozen means of eradication. This is one of the practical features of Professor Pammel's work which makes it superior to much of the other literature on the subject. Orange Judd Co., New York. (1911). Cloth; 281 pages. Price, net, \$1.50.

A commission of 13 members of the Canadian senate has been appointed to determine what the Dominion lost and gained thru rejection of reciprocity with the United States.

Two losses have occurred under policies being issued by the Millers' Mutual Casualty Insurance Co., and both accidents came under the Kansas workmen's compensation law. One occurred at Sawyer, Kan., in an elevator owned by the Arkansas City Mfg. Co., where an elevator man was severely burned in an explosion of gasoline while trying to start an engine. The other was an accident to an employee of the Kimball-Sawyer Mfg. Co. at Kansas City, Mo.

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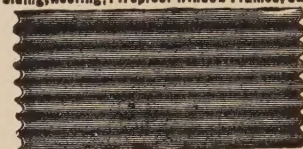
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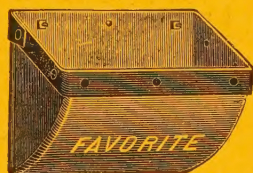
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